The Bombay Gazette.

No. 7,297.—New Series. BOMBAY :—MONDAY, AUGUST 2, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town'	Rs. 52 0
—— including postage	„ 72 0
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LONG ADVERTISEMENTS.

First insertion	8 As. per line.
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Himalaya, 1,541 Tons, 250 H. P., Commander W. H. Atkinson, will be despatched on Tuesday, the 3rd August at noon.

	August.		August.
Leave Bombay	3	Leave Madras	15
„ Carwar	5	„ Coconada	17
„ Vizagapatam	7	„ Calcutta	18
„ Tuticorin	9	„ Bimlipatam	19
„ Colombo	10	„ Gopalpore	20
„ Galle	10	„ False Point	21
„ Negapatam	12	Arrive Calcutta	22
„ Pondicherry	13		

During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin; but passengers for the Neilgherries may be landed at Narrakal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging cargo and passengers at Bussorah, to and from Baghdad with the Euphrates and Tigris Steam Navigation Company.

THE British India Steam Navigation Company (Limited), under contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Lingah, Bushire, Fao, and Bussorah.

The steam-ship Comorin, 453 tons, 80 H. P., Commander J. L. Turner, will be despatched on Saturday, the 7th instant at 4 P.M.

Up.	Aug.	Down.	Aug.
Leave Bombay	7	Leave Bussorah	27
„ Kurrachee	11	„ Fao	27
„ Guadur	12	„ Bushire	31
			Sep.
„ Muscat	15	„ Lingah	2
„ Bunder Abbas	17	„ Bunder Abbas	4
„ Lingah	18	„ Muscat	6
„ Bushire	21	„ Guadur	8
„ Fao	23	„ Kurrachee	11
Arrive Bussorah	24	Arrive Bombay	14

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P.M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to	Rewas.	Dhurumtur.	Butchers Island and Oorun.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 0	3 0
Second Class	0 12	1 0	0 8	0 12
Third Class	0 6	0 8	0 4	0 9

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 4 P.M.

The Oolwa Ferry leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November 1867.

WEEKLY COMMUNICATION WITH ENGLAND.

On Tuesday, the 3rd August, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ELLORA, (1,574 tons, and 300 H. P.) Captain J. S. Murray, WILL LEAVE FOR SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this Office until 11 A.M. on Monday, the 2nd ultimo.

Passengers are requested to send their heavy baggage to Mazagon by 9 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the new Dock Head at Mazagon for the convenience of Passengers at 3 P.M., precisely, on the day of sailing.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 27th July, 1869.

SUEZ CANAL.—The undersigned are authorised to book Goods through the Canal from Suez to Port Said.

Trains of Goods Lighters leave Suez every five days, arriving at Port Said about four days later.

Goods conveyed direct from the Steamers in Suez Roads to the Steamers in Port Said Harbour without landing.

Rate per ton of 1,000 kilogrammes for 25.

The Passenger Boats from Suez to Ismailia have been discontinued until the opening of the entire Maritime Canal.

Homeward Passengers desirous of visiting the Canal must proceed from Suez by the New Railway to Ismailia, whence the journey by the Maritime Canal to Port Said occupies about 14 hours and the fare is 20 frs.

For all information respecting Steamers calling at Port Said, or other matters connected with the Canal, apply to

BLACKWELL & Co.,

Transit Agents of the Suez Canal Company.

FOR SALE, the Barque SOOLOO, classed A 1, 10 years, in Lloyds, 473 tons register.—For price and all particulars apply to

BLACKWELL & Co.,

Agents for Captain Eden.

Bombay, 30th July, 1869.

SHIP WILLIAM PROWSE.—NOTICE is hereby given, that THIS VESSEL is intended to SAIL on TUESDAY next, and all persons having CLAIMS against her must hand the same in to the undersigned before that date.

BRICE, BROWN, & Co.,

Agents Captain Hole.

Bombay, 30th July, 1869.

NOTICE.—Consignees of Cargo per Ship CITY OF CANTON, arrived from Glasgow, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,

Agents of ship City of Canton.

Bombay, 23rd July, 1869.

NOTICE.—Consignees of Cargo per Ship VICTORIA & ELBE, arrived from Liverpool, are requested to SEND OFF BOATS for their respective GOODS without delay, otherwise they will be landed by the Captain as they come to hand at risk and expense of the concerned.

Captain Cowlay will not be responsible for the condition of any package after it leaves the Ship's deck.

COUPLAND & Co.,

Agents ship Victoria Cross.

Bombay, 30th July, 1869.

THOMPSON AND COMPANY.

CHEMISTS AND DRUGGISTS,

Opposite the Secretariate,

22, APOLLO STREET, BOMBAY,

From the late firm of

ROGERS & Co.

PRESCRIPTIONS.

Every care and attention is given to this Department of our business, and being under our personal superintendence, Physicians and Patients may rely on all articles being supplied of the best quality, and prepared with exactness and uniformity.

MEDICINE CHESTS IN GREAT VARIETY.

SHIPS' MEDICINE CHESTS CAREFULLY REFILLED.

Messrs. Thompson & Co. devote particular attention to Ships' Medicine Chests, and will, at any time, send on Board a competent party to have the Chest examined, free of charge.

PATENT MEDICINES.

Hair Brushes.	Flesh Gloves.
Nail Brushes.	Chest Expanders.
Tooth Brushes.	Eau de Cologne.
Combs.	Violet Powder.
Tooth Pasters.	Feeding Bottles.
Perfumery.	Court Plaster.
Sponges.	Filters.
Sponge Bags.	

AND A LARGE STOCK OF OTHER SUNDRIES.

PIPES, TOBACCO, CHEROOTS.

Orders from Outstations, accompanied by a Bombay reference, will receive every care and attention.

THOMPSON & Co.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £35, 2nd class £24. } of Wines.

Steamers will leave Bombay every four weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Zoë, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Fere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The s. s. NEERA, 2,200 Tons, Captain Hanscom, will be despatched on WEDNESDAY, the 18th August.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

Will be Published early To-morrow Morning.

BOMBAY GAZETTE

OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy ..... Annas 4
"Bombay Gazette" Office, Medow Street, Fort.

Will be Published To-morrow Morning.

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a fortnight at the *Bombay Gazette* Office, on the departure of every alternate Mail for Europe.

The Bombay Price Current contains:—

A Specially-Written Market Report.
Freight Report, with statement of Ships chartered, &c.
Export Manifests of Vessels which have sailed during the Fortnight.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summaries of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1858.
Comparative Summaries of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1850 and 1860 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the fortnight.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 8
"Bombay Gazette" Office, Medow Street, Fort.

NOTICE.—Consignees of Cargo per ship VICTORIA, Captain Gregory, from London, are requested to send off Boats alongside to take delivery of their respective GOODS as they come to hand, failing which they will be landed by the Captain on account and risk of the concerned, and he will not be responsible for the condition of any package after the same has left the ship's deck.

EWART, LATHAM, & Co.,

Agents for the owners of the Victoria.

Bombay, 30th July, 1869.

MEHRJI, JOHNSTON, and COMPANY, No. 25, Apollo Street.—M. J. & Co. have JUST RECEIVED the following FRESH SUPPLY OF ARTICLES, for which they solicit a fair trial:—

Our direct Consignment of Bass Beer by H. Stone, in Qts. & Pints.
Do. of St. Julien Claret, Finke.
Do. Fresh Trichinopoly Cheroots.
Do. Best Flavouring and Scented Tea.
Exshaw's Brandy No. 1. Chillingworth's Sherry, bottled by us.
Fresh Biscuit (People's, Mixed and Pearl); China Ginger Preserve; with many other Stores, too long to describe.

MEHRJI, JOHNSTON, & Co.

26th July, 1869.

THE INTEREST and RESPONSIBILITY of Mr. JAMES BOGIE in our Firm CEASES from this date.

WALLACE & Co.

Bombay, 31st July, 1869.

NOTICE.—Mr. ROBERT LESLIE CRAWFORD has THIS DAY been ADMITTED a PARTNER in our Firm.

REMINGTON & Co.

Bombay, 2nd August, 1869.

NOTICE.—We have this day REMOVED to No. 5, Hornby Row, the floor above Messrs. Bell, Ventz, and Lucius.

KNOOP & Co.

Bombay, 31st July, 1869.

NOTICE.—The undersigned have this day commenced business here as SAIL MAKERS, Ship Riggers, Ship Carpenters, Caulkers, Painters, Boat Builders, Repairers, and General Contractors.

They will also undertake to supply Batta Lascars, Carpenters, Sailmakers, Riggers, Caulkers, Painters, &c., for jobbing work.

Full particulars can be ascertained on application to their office.

DE CRUZ, DE SILVA, & Co.,

General Contractors.

Office, Bombay Green, opposite the New Bank of Bombay.

PUBLIC WORKS DEPARTMENT,

Office of the Superintending Engineer, Presidency Division, Bombay, 31st July, 1869.

NOTICE is hereby given, that TENDERS will be received by the undersigned, up to 15th August, 1869, for the SUPPLY of PETTY STORES to the office of the Superintending Engineer, Presidency Division, and Government Lithographic Press, for a period of 12 months, from 1st September, 1869.

For particulars apply to

W. ABRAHAM, Superintendent,
Presidency Drawing and Lithographic Office.

SUN FIRE OFFICE.

Established 1710.

The undersigned grant Insurance against loss by Fire on Buildings and their Contents in Bombay and in the Mofussil at current rates; also on Ships in Harbour.

The rate on pucka-built Bungalows in the Suburbs of Bombay, and in the Mofussil, has lately been reduced to three-eighths per cent. per annum.

PEEL, CASSELS, & Co., Agents.

T. CHATELAIN MONTANDON, WATCHMAKER, Jeweller, Optician, and Engraver, 1st and 2nd floor, No. 17 Medow Street.

Sole Agent for H. Grandjean & Co., Locle (Switzerland), and London (47 Friday Street). Medals at all the great Exhibitions.

Also Agent for Thevenaz Brothers' (Locle), established in London for the last 30 years.

WATCHES for Ladies and Gentlemen, Gold and Silver Cases, the largest choice now in Bombay.

JEWELLERY, Indian, Paris, Geneva, and German made; also the largest choice in Bombay of Spectacles, steel and tortoiseshell frames, Opera Glasses, &c.

CLOCKS for Dining Rooms, Offices, and Railway Stations.

MUSICAL BOXES. 100 Musical Boxes to select from.

Terms positively cash.

Repairs of all kinds carefully made.

T. CHATELAIN MONTANDON.

GENERAL BUSINESS HOUSE.

FRANCIS AZEVEDO,

No. 1, BELL LANE, FORT, BOMBAY.

LANDING AND SHIPPING, LAW, COMMISSION, INDENT, SURVEY, PLANS, ACCOUNTS, CORRESPONDENCE, ENGAGEMENT OF HOUSES, EMPLOYMENTS, SCHEDULE OF INSOLVENCY, ARBITRATION, GENERAL BROKERAGE, CONTRACT, MERCHANDISE, &c., &c.

N. B.—Orders attended to promptly.

Sufficient security furnished.

Terms exceedingly moderate.

HALF PRICE MUSIC

(or four annas to the shilling.)

SOUNDY & Co.'s list of OLD SONGS and LAYS of BY-GONE DAYS.

(The prices marked are shillings and pence, not rupees and annas.)

	s.	d.
A Highland Lad (arranged by Kemp)	2	0
Auld Lang Syne	1	0
Auld Robin Gray	1	0
Black-eyed Susan	2	0
Ben Bolt	1	0
Blue Bells of Scotland	1	0
Blue bonnets are over the Border	1	0
Bonnie Dundee	2	0
Bonnie Prince Charlie	2	0
Britannia the pride of the ocean	2	0
Cease your funning	1	0
Charlie is my darling	1	0
Crazy Jane	1	0
Down among the dead men	2	0
Dear mother, I've come home to die	2	6
Home, sweet home	1	0
Here's a health to them awa'	1	0
Here's to the maiden	1	0
Highland Mary	2	0
Hope told	1	0
I've kissed and prattled	2	0
I have a silent sorrow	2	0
Ivy Green, The	1	0
Jock o' Hazeldean	1	6
Jolly young Waterman	2	0
Just before the battle	2	0
Just after the battle	2	0
Knowest thou the land	1	0
Lass of Richmond hill	1	0
Let me wander not unseen	1	0
Life let us cherish	1	0
Love and glory	2	0
Larboard watch	2	0
Love was once a little boy	1	6
Marseillais hymn	2	0
Mary's Dream	1	0
My native Highland home	2	0
My little Wife and I	2	0
Meet me by moonlight	2	0
Meet me in the willow glen	2	0
Mermaid, (Old Ballad)	1	0
Nelson (Braham)	2	0
Not a drum was heard	1	6
Nobody coming to marry me	1	0
O bid your faithful	1	0
Oh! the moment was said	2	0
Oh! do you remember	2	0
O give me back my Arab steed	2	0
Oh no, we never mention her	2	0
Origin of gunpowder (Braham)	2	0
O steer my bark to Erin's Isle	1	0
Poor Mary Ann	2	0
Pilgrim of Love	1	0
Robin Adair	1	0
Roy's wife	2	0
Rest, warrior, rest	2	0
Rover's Bride	1	0
Sally in our alley	1	0
Scots, wha' hae	2	0
Storm (Clifton)	2	0
Tom Tough (Dibdin)	2	0
Wapping old Stairs	1	0
We're a' noddin	1	0
White Cockade	1	0
Within a mile	1	0
Ye banks and braes	1	0

SOUNDY & Co.,

RAMPART ROW, BOMBAY.

NEW ADVERTISEMENTS.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the TRANSFER BOOKS of the Bank will be CLOSED from TUESDAY, the 3rd, to TUESDAY, the 17th proximo, both days inclusive.

By order of the Board of Directors,

M. BALFOUR,

Bombay, 31st July, 1869. Secretary and Treasurer.

FOR SALE, the STEAM TUGS "Jorawur," "Rustom," and "Wadalia," built of iron; the two former Paddle, and the latter Screw; gross tonnage 183, 97, and 100 tons respectively; horse power, 100, 45, and 20 respectively.

TENDERS for the purchase of each or all of the vessels should be made in writing, addressed to the Superintendent of Marine.

The acceptance or otherwise of the offers for the above vessels being at the option of Government.

The above Tugs are now at Butcher's Island, and can be inspected by intending purchasers.

By order of the Superintendent of Marine,

GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 31st July, 1869.

THE BOMBAY ROYAL SPINNING and WEAVING COMPANY (Limited).—NOTICE is hereby given, that TENDERS are invited, till SATURDAY, the 14th August, 1869, for the SUPPLY of best Laird Welsh Hartley COALS to this Mill for one year.

The Directors do not bind themselves to accept the lowest or any tender. For forms of tender and further particulars apply to the undersigned.

By order of the Board of Directors,

CASSUMBHOY DHURUMSEY,

Bombay, 31st July, 1869. Secretary, Treasurer, and Agent.

In the matter of Act XIX. of 1857 of the Legislative Council of India, and in the matter of the CENTRAL INDIA FINANCIAL CORPORATION (Limited).

THE Shareholders of the above Corporation are hereby informed that, in consequence of the OFFICIAL LIQUIDATOR of the Alliance Financial Corporation (Limited) having made a SECOND CALL of Rs. 50 per share, it will be necessary for them to repay me the SECOND DIVIDEND of Rs. 2½ per share which they have received out of the Assets of this Corporation, in order to enable me to meet this Call on the 200 shares which this Association holds in the Corporation.

If the dividend be not repaid within one week from this date proceedings will be taken without further notice.—Dated this 2nd day of August, 1869.

M. ROONAN, Liquidator.

Just Received Overland.

PRIME YORK HAMS, WILTSHIRE BACON, DOUBLE GLOSTER CHEESE.

HOWARD AND SON'S QUININE, in ¼ oz., ½ oz., and 1 oz. bottles.

LIEBIG'S EXTRACT OF MEAT, in 2 oz. and 4 oz. jars.

LIEBIG'S FOOD FOR INFANTS.

EPPS'S HOMŒOPATHIC COCOA and COCOA NIBS.

Bombay. J. NEUBERG.

CHESSON and WOODHALL'S LIBRARY.

No. 10, HUMMUM STREET, BOMBAY, and No. 1 EAST STREET, POONA.

A choice selection of Music at reduced rate, 7 as. per shilling.

WALTZES.

Annette	Rs. 1 12	Alpine Flowers	Rs. 1 4
Adeline	1 12	Apple Blossom	1 12
Bridal Bouquet	1 12	Beatrice	1 12
Beloved Star	1 12	Belgravia	1 12
Choppin	1 12	Castagnette	1 12
Clarine	1 12	Clarissa	1 12
Corpsball Tauze	1 12	Dreamland	1 12
Deutsche Lieder	1 12	Everybody's Waltz	1 12
Evergreen	1 12	Eleanor	1 12
Faerie Footsteps	1 12	Farewell	1 12
Fairy Palace	1 12	Fleurs d'Amour	1 12
Fairy Land	1 12	Fairy Rose	1 12
Fairy Queen	1 12	Geraldine	1 12
Guards'	1 12	Humming Bird	1 12
Hussars'	1 12	Kitty	1 12
Matteo	1 12	Lalla Rookh	1 8
Leoline	1 12	La Fugitive	1 5
Ladies'	1 12	Maiden Hair	1 12
Mabel Gray	1 12	Nille Boat	1 12
Niblo	1 12	Pandekten	1 12
Rising Sun	1 12	Rosa	1 12
Robinson Crusoe	1 12	Sylvia	1 12
Souvenir	1 12	Satanella	1 12
Viceroy's	1 12	Vittoria	1 5
Voice of Beauty	1 12	White Rose	1 12
Visioneu	1 12	Waverley	1 12

QUADRILLES

Adelina Patti	1 5	Alma Mater	1 12
Army and Navy	1 12	Beauty and the Beast	1 12
Buxton	1 12	Ben Jour	1 12
Brighton	1 12	Belle Vue	1 12
Christmas Echoes	1 12	Christmas Gathering	1 12
Captain Jinks (comic)	1 12	Duke of Edinburgh	1 5
Domino Noir	1 12	Deux Arlequins	1 5
Edinburgh	1 12	Field of the Cloth of Gold	1 12
Grand Round	1 12	Guards'	1 12
Gipsy Queen	1 5	Harlequinade	1 12
Highland Home	1 12	Ida and Miss	1 12
Immenseikoff	1 12	Jolly Club	1 12
Jolly King Christmas	1 12	King o' Scots	1 12
Les Pompiers de France	1 12	L'Enfant	1 12
Lancers	1 12	London by Night	1 12
Lalla Rookh	1 12	National Orchestra	1 12
Perichole	1 12	Patch Work	1 12
Promenade	1 12	Pas in Boston	1 12
Paris	1 5	Rossini	1 12
Rhineland	1 12	Royal Navy	1 12
Rage of London	1 12	Simon the Cellarer	1 12
Star of India	1 12	Toujours Gai	1 12
Tommy Dodd	1 12	Vectis	1 5
We won't go Home till morning	1 12		

GALOPS.

Atlantic Telegraph	1 5	Belle of Ireland	1 12
Break of Day	1 5	Burlesque	1 5
Courier	1 5	Cloquet	1 5
Croquet	1 5	Chimes	1 5
Composers	1 5	Dearer than Life	1 5
Earl Percy	1 5	Expedition	1 5
Fiery Steed	1 5	Flick & Flock Firemen's	1 12
Full Cry	1 12	Jolly Dogs	1 5
Jupiter	1 5	Jack o' Lantern	1 5
Les Mousquetaires	1 5	Madcap	1 5
Musgrave's Skedaddle	1 12	New Derby	1 12
Noble Hunt	1 5	Par Force	1 5
Punch's	1 5	Police Wellee Hama	1 12
Rocket	1 5	Rotten Row	1 4
Robinson Crusoe	1 5	Soldiers	1 5
St. Patrick's	1 12	Storm March	1 5
Stirring of Magdala	1 12	Sardanapalus	1 5
Tip Top	1 5	Theodore	1 5
Tyrolese	1 5	Vesuvius	1 5
Very Last	1 12	Valentine	1 5
Under Stock and Stein	1 5	Zoo	1 5

POLKAS.

Madrid	1 5	Jolly Dogs	1 5
Helena	1 5	Il Bacio	1 5
Le Petit Timbalier	1 5		

MISCELLANEOUS.

Knight of St. Patrick Lancers	1 12	Cappricis for the Pianoforte	1 5
French Lancers	1 12	Gaiety Lancers	1 12
Original Lancers	1 5	Alnwick Castle Lancers	1 12
Twilight Schottische	1 5	Slasher's March	1 4
Autumn Leaves „	1 5	Spanish March	1 5
Night and Morning (a Reverie)	1 5	Twilight Schottische	1 5
		Schubert's Serenade	1 5

CHESSON & WOODHALL.

Bombay, 2nd August, 1869.

NOTICES.

ANY Persons having CLAIMS on the ESTATE of the late Mr. FREDERICK EVANS, Assistant Engineer, G. I. P. Railway, Sholapore, are requested to FORWARD them to Mr. C. WARD, G. I. P. Railway, Sholapore.

MESSRS. M. B. COHEN & Co., Shipping and General Commission Agents, No. 8, Meadow Street, entrance Bell Lane.

M. B. COHEN & Co.,

20th January 1869.

N. B.—Orders from Up-country promptly attended to.

NOTICE is hereby given, that the PARTNERSHIP subsisting between Messrs. NOWROJEE MANOCKJEE WADIA and NUSSERWANJEE JEHANGEER WADIA, under the Style or Firm of Messrs. J. N. Wadia's Sons & Co., has been DISSOLVED from the 12th March last.

NOWROJEE MANOCKJEE WADIA.

Bombay, 23rd July, 1869.

THE UNDERSIGNED begs respectfully to announce to the LADIES and GENTLEMEN of BOMBAY that he has OPENED a SHOP, at No. 5, Kalbadevie Road, for the sale, at moderate prices, of Sugar WORKING BOXES in great variety, Chessmen, sets of English Alphabets, Toys, all made of Ivory, Ebony and Sandalwood, nicely engraved and beautifully ornamented, worth sending Home as presents. He has a branch shop at Sonat near the Buxy's Duris Mahal.

FRAMJEE PESTONJEE.

Bombay, 20th July, 1869.

GREAT INDIAN PENINSULA RAILWAY.

—To BUILDING CONTRACTORS.—TENDERS are invited for the CONSTRUCTION of all the works of BRICKWORK, Masonry, Timber and Ironwork, &c., in the Sowda and Ravee Stations, between Bhosawul and Boorunpoor. The plans, specifications, bills of quantities, and contract can be inspected at the Chief Engineer's Office at Bhosawul, on and after the 25th current. Tenders must be submitted to the Agent's Office on 25th August next. The Agent does not bind himself to accept the lowest or any tender.

H. P. LE MESURIER,

Acting Agent.

Company's Offices, Elphinstone Circle,
Bombay, 24th July, 1869.

NOTICE.—Sealed TENDERS are invited for CONSTRUCTING ROADS in rear and on the sides of Lots No. 29 and 35 on the Esplanade, to be delivered on or before the noon of the 4th proximo.

A schedule of quantities and specification can be obtained on application at the Office of the Architectural Executive Engineer and Surveyor, where the plans can also be seen.

A deposit of 2 per cent. will be required on tendering, to be forfeited in the event of evasion or delay in signing the requisite deed of contract, and a further deposit of 8 per cent. from the Contractor when tender may be accepted.

The Architectural Executive Engineer and Surveyor does not bind himself to accept the lowest or any tender, and no reason will be assigned for the rejection of any or all of the tenders.

J. A. FULLER, Lieut. Colonel R.E.,
Architectural Executive Engineer and Surveyor.

Bombay, 28th July, 1869.

HOUSE VALUATION FOR 1870.

NOTICE BY THE MUNICIPAL COMMISSIONER, UNDER SECTIONS 63 AND 64 OF ACT 2 OF 1865.

THE Public are hereby informed that Valuation of Houses, Buildings, and Lands situated within the City is completed for the year 1870, and that the Commissioner will proceed to revise the same on and after the 15th August, 1869.

Owners and Occupiers or their Agents may inspect and make extracts from Assessment Books without payment of fee. The fee payable by other persons is fixed at One Rupee per each inspection.

The Assessment Books are to seen at the office of the Assistant Municipal Commissioner and Assessor, Apollo House, Fort.

All complaints against such assessment must be made to the undersigned, in writing, at the Office three days before the 15th August.

By order of the Municipal Commissioner,

JOHN F. HUTCHINSON,

Assistant Municipal Commissioner and Assessor.

Assist. Muni. Comr. and Asst's Office, Bombay, 1st Aug. 1869.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co., WINE MERCHANTS TO HER MAJESTY THE QUEEN AND HIS ROYAL HIGHNESS THE PRINCE OF WALES.

DEAN LANE—BOMBAY.

Established in Bombay in the Year 1842, and in London and Bordeaux 1815.

London Houses	Wholesale and for Export only—Tower Bonded Vaults, Retail—Charing Cross Railway Arches.
Bordeaux House	Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China, Calcutta, Madras,	Colombo, Kurrachee, New York,	New Zealand, Manilla, New Orleans.

WE respectfully solicit a continuance of the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom, from the extensive nature of our business, we can offer better terms and better value than any other House in Bombay.

Being IMPORTERS on the LONDON and BORDEAUX Markets, we are, of necessity, in the most favourable position to supply the public with genuine Wines and Spirits on favourable terms, and from our experience, derived from over fifty years' trading in them, we confidently assert our ability to please all tastes, and we solicit comparison with competitors' Brands at our quotations.

We subjoin our LIST OF SELECTED WINES for this market, and beg to intimate—

1st. That we cannot execute orders for less than 1 dozen quarts, or 2 dozen pints of either one of them, Liqueurs excepted: these in not less quantities than ½ dozen pints or quarts.

2nd. That our Wines and Spirits are procurable from every respectable General Shopkeeper in Bombay and at Out-stations; they, however, fix their own selling prices for them.

3rd. That our quotations are for delivery from our Godowns, where full examination of all still Wines prior to delivery is allowed, but we do not take the risk of subsequent breakage.

4th. That our advertised quotations for all Sparkling Wines do not provide for the rejection of ullaged or broken bottles likely to be found in Cases, on arrival, after a long sea voyage. We guarantee each Case to contain its full complement of sound Bottles at time of shipment, but cannot guarantee loss arising from atmospheric or climatic influences; we take this risk by adding Rs. 4 per dozen quarts, and Rs. 2½ per dozen pints to our quotations.

Our Sparkling Wines are not to be equalled at our quotations; we invite comparison.

CLARETS.

(Our own Brand and Shipping.)

	Qts. per doz.	Pts. per doz.
A 1—Chateau Latour or Mouton, Gold Capsule, Labelled or Branded	Rs. 30 0	Rs. 16 0
Chateau Rauzan, Black capsule,	„ 25 0	„ 14 0
Chateau Leoville, Blue capsule,	„ 22 0	„ 12 0
Chateau Palmer, Blue capsule,	„ 22 0	
Chateau Larose, Yellow capsule,	„ 18 8	„ 10 8
St. Julien, Green capsule,	„ 17 0	„ 10 0
Medoc, Red capsule,	„ 15 8	„ 9 0
Medoc, White capsule,	„ 13 8	
Sauterne, Red capsule,	„ 22 0	

BURGUNDIES—RED AND WHITE.

(Very Choice—Our own Brand and Shipping.)

Chambertin, Labelled and Branded	Rs. 32 0	Rs. 17 0
Nuits, ditto	„ 26 0	
Macon, ditto	„ 21 0	
Chablis, ditto	„ 22 0	

CHAMPAGNES.

The finest DRY CHAMPAGNES that can be shipped.

(Our own Brand and Shipping.)

Magnums, Finest Dry	Labelled	Rs. 74 0	
Finest Dry Sparkling, Gold Foil,	„	„ 36 0	Rs. 19 8
Fine Sparkling, Silver Foil	„	„ 32 0	„ 17 0
Good Sparkling, Silver Foil for Ball purposes	„	„ 27 0	„ 14 8

GERMAN WINES.

(Our own Brand and Shipping.)

Nonpareil Sparkling Hock and Moselle, Gold foil, Labelled and Branded		Rs. 36 to 19 8	
Sparkling Hock and Muscatel Moselle, Silver foil		„ 32	„ 17 8
Moselle, Still, Marcobrunner		„ 34	„
„ Braunberger		„ 23	„
Hocks, „ Johannisberger		„ 42	„
„ Forster Traminer		„ 34	„
„ Rudesheimer		„ 26	„
„ Hochheimer		„ 23	„

SHERRIES.

Specially selected for tropical consumption.

(

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

SATURDAY AFTERNOON.

OLD Bank of Bombay shares were in demand at Rs. 70 each. Port Canning shares were offered in the afternoon at the reduced rate of Rs. 335. New Freres at Rs. 225. Market fluctuating.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomnl. value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	10 p.ct.	Agra Bank	126 nl.
22,000	1,000	all	8 p.ct.	Bank of Bengal	1675
10,000	500	all	5 p.ct.	Ditto of Bombay New	695½
5,250	1,000	all	7½ p.ct.	Ditto of Madras	1,620
30,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. & China	355
4,000	200	all	4 do.	Chartered Bk. of L. & C.	210
13,333	500	250	4 do.	Delhi and London	200
37,500	250	125	4 do.	National Bank of India	145
9,000	250	all	12 do.	Oriental Bank	425

LAND COMPANIES.

4,000	3,000	all	Rs. 80	Colaba Land Co.	1,720
10,800	1,000	all	Rs. 30	Elphinstone Land	1,020
10,800	1,000	650	11-14	Do. New	600
7,500	1,000	all	Nil	Freere Land	110
2,400	5,000	4,100	Nil	Mazagon Land	1,205
5,000	2,000	1,300	Nil	Port Canning	330

RAILWAY COMPANIES.

...	£20	218.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8.	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£18	196.5.1	do.	Do. New Shares	Par.

CALCUTTA—27TH JULY, 1869.

No change to announce in the market for Government Securities. Only a few transactions were reported in 4 per cents. at Rs. 94-6, and a small amount at Rs. 94-8, or 5-10 to 5-8 discount.

The following sales and purchases of shares were reported to-day :—

East Indian Railway Stock, at Rs. 240 per £20.

Great Eastern Hotel Co.'s shares at Rs. 143.

India General Steam Navigation Co.'s full shares at Rs. 410, and half shares at Rs. 205.

Port Canning Land Investment, &c., Co.'s shares at Rs. 300, 302½, 305, 308½, and about the closing hour at Rs. 307½.—*Englishman.*

BANK RETURNS.

BANK OF BENGAL.

THE statement of the affairs of the Bank of Bengal for the week ended 18th July, compared with the report of the previous week, yields the following results :—

LIABILITIES.				
Tot. Balance at Hd. Office	Rs.	87,396	3	6 decrease.
" Branches	"	4,47,714	9	2 decrease.
Other Deposits	"	4,33,490	1	8 decrease.
Sundries	"	1,96,832	7	11 decrease.
ASSETS.				
Loans on Govt. Securities	Rs.	1,25,725	12	7 increase.
Accts. of Credit on do.	"	3,21,858	9	0 decrease.
Mercantile Discounts	"	6,62,814	5	9 increase.
Sundries	"	74,383	4	8 decrease.
Cash, &c., at Hd. Office	"	6,77,806	6	4 decrease.
" Branches.	"	8,82,096	8	2 decrease.

MILITARY.

ARRIVAL.—JULY 31.

Cruickshank, Lieutenant, Royal Artillery, on sick leave, from Poona.

DEPARTURES.—JULY 31.

Cruickshank, Lieutenant, Royal Artillery, to join, to Kurrachee.

Gordon, Major, Staff Corps, to join, to Kurrachee.

Hosseason, Colonel, Commanding 1st Madras Infantry Hyderabad Contingent, on leave, to Poona.

PRESIDENCY PAY-OFFICE NOTIFICATION.

Bombay, 30th July, 1869.

It is hereby notified that pay and allowances in arrears for July 1869 will be issued to the troops, &c., on the undermentioned days, from 10 A.M. till 3 P.M. (except on Saturdays, when payments will be closed at 1 P.M., and no monies will be received after that hour), and that all abstracts should be sent to the Pay Office for examination two clear days before payment.

The Presidency Paymaster has received instructions from the Finance Department to enforce strictly the orders laid down in this notice, with respect to the abstracts being sent in for examination on certain dates by departments and regiments, and to payments being made on the days hereinnamed :—

On Monday and Tuesday, the 2nd and 3rd, General and Garrison Staff.

On Wednesday, the 4th, Officers on duty at the Presidency.

On Friday, the 6th, H. M.'s 21st Regiment N. I. (or Marine Battalion.)

On Monday, the 9th, H. M.'s 22nd Regiment N. I.

On Wednesday, the 11th, Gun Carriage Department.

On Friday, the 13th, Colaba Sanitarium.

On Monday, the 16th, Ordnance Department.

On Wednesday, the 18th, Roman Catholic Orphanage.

On Thursday, the 19th, Byculla Schools.

POONA BRIGADE ORDERS.

By Brigadier General R. Pratt, C.B., Commanding Poona Brigade.

Poona, 30th July 1869.

The undermentioned officers have obtained leave of absence :—

Captain Crawley, H. M.'s 1-8th (The King's) Regiment, for 5 days from the 1st proximo, to proceed to Sattara, on station leave.

Lieutenant W. W. Egerton, H. M.'s 1-8th (The King's) Regiment, for 5 days from the 1st proximo, to proceed to Sattara, on station leave.

Lieutenant Malet, H. M.'s 1-8th (The King's) Regiment, for 5 days from the 1st proximo, to proceed to Sattara, on station leave.

Lieutenant Wise, H. M.'s 1-8th (The King's) Regiment, for 5 days from the 1st proximo, to proceed to Sattara, on station leave.

Ensign P. M. Shaw, H. M.'s 1-8th (The King's) Regiment, for 5 days from the 1st proximo, to proceed to Sattara, on station leave.

Ensign Brown, General Depot, for 6 days from the 1st proximo, on station leave.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 30th July, 1869.

Staff Assistant Surgeon G. J. Gibson is directed to proceed to Bombay for general duty, as a temporary measure.

The undermentioned officers are reported to have passed the required examination in Hindoostani by the higher standard :—

Lieutenant J. R. Watson, 108th Foot, 2nd Wing Subaltern 17th Regiment N. I.

Cornet H. F. Berkely, 3rd Hussars.

Ensign W. C. Kennedy, 2nd Battalion 1st Foot.

Assistant Surgeon A. H. Miller, 11th Regiment N. I.

The following acting promotions in the Commissariat Department are made :—

Sub-Conductor Patrick Leonard, to be Acting Conductor, and Sergeant Gerald D'Arcy, to be Acting Sub-Conductor with effect from the 29th June 1869, in succession to Wild, employed in the Transport Train office.

With reference to para. 31, page 21, section II. of the Bombay Medical Regulations, and to para 41 of G. G. O. No. 392 of 1866, the Commander-in-Chief is pleased to direct that the second half-yearly committees, for the examination of medical subordinates, shall be held on or about the 10th of September annually, instead of the 15th October, as heretofore.

GENERAL ORDERS BY THE LIEUTENANT-GOVERNOR, NORTH-WESTERN PROVINCES.

(*N. W. Provinces Government Gazette*, July 24.)

The services of Lieutenant Major Henry Court, Officiating District Superintendent of Police, Moradabad (on leave), are placed at the disposal of the Government of India in the Foreign Department.

Mr. S. A. Campbell, Officiating District Superintendent of Police at Bustee, is transferred in his present capacity to Benares.

Mr. Benjamin Alone, Officiating District Superintendent of Police at Benares, is transferred in his present capacity to Bustee.

The Reverend W. M. Lethbridge, whose services have been placed at the disposal of this Government, is appointed to officiate as Chaplain of Chunar until further orders.

The services of the Reverend Charles Edward Wheeler, Officiating Chaplain of Cawnpore, are placed at the disposal of the Government of Bengal, with effect from the 5th instant.

Mr. George Adams, Officiating Joint Magistrate and Deputy Collector of Humeerpore, is transferred in the same capacity to Bustee.

Privilege leave of absence for three months is granted to Major J. T. Tovey, Executive Engineer, Cawnpore Division, Public Works, with effect from 1st August 1869, or from such subsequent date as he may avail himself of it.

Mr. Napier D. Robinson Executive Engineer, 4th Grade, will officiate as Executive Engineer of the Cawnpore Division, Public Works, during the absence on leave of Major Tovey.

Lieutenant G. T. Pinckett, R.E., Assistant Engineer, 2nd Grade, is posted to the Agra Division, Public Works.

SHIPPING.

DAILY FREIGHT REPORT—31ST JULY.

London	Cotton	£1 10s. 0d.	Nominal per ton.
	Cases	£1 7s. 6d. to £1 10s. 0d.	"
	Seeds	£1 0s. 0d. to £1 5s. 0d.	"
Liverpool	Iron Ships Cotton	£1 7s. 6d. to £1 12s. 6d.	"
	Wooden Ships	£1 5s. 0d. to £1 10s. 0d.	"
	Myrabolms & Coir bdls	£0 10s. 0d. to £0 12s. 6d.	"
	Seeds	£0 17s. 6d. to £1 0s. 0d.	"
Havre	Cotton	£2 0s. 0d.	Nominal. "
	Coffee	Nominal	
Overland	Steamers	£3 15s. 0d. to £4 0s. 0d.	
China	Steamer Cotton	Rs. 10	per bale.
	Opium	Rs. 25 to 30	per chest.
	Sailing Ships		Nominal
Calcutta	Salt	Rs. 2 8 0 to 2 12 0	per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges	
Mauritius		8 annas	per bag nominal.

ARRIVALS.

July	Vessel.	Commander.	From.
31	Hannoodee	Nacoda	Jedda, July 5.
	Colonel Fytche	Boyd	Bangkok, May 15.

DEPARTURES.

July	Vessel.	Commander.	Destination.
31	Kurrachee (s)	Cottier	Kurrachee.
	Lord Strathnairn	Reid	Java.
	Aleppo	Fleming	Calcutta.
	Remmon	Fernand	Bussorah.

The following vessels obtained their port clearances on Saturday last :—

Ship Anne Royden, Nicholson, to Liverpool.

Ship Vice Admiral Tegethoff, Bondeick, to Amherst.

CALCUTTA.

ARRIVALS.

July 26	Nicobar Isles	Bellamy	Moulmein, July 5.
	Lady Rawlinson	Daniels	Akyab, July 18.

DEPARTURES.

July 27 Evening Star.....

MADRAS.

ARRIVAL.

July 29 Edwin Fox ..... Black ..... Trincomalee.

RAIN FALL IN BOMBAY.

	Byculla.		Fort.		Colaba.	
	In.	Cts.	In.	Cts.	In.	Cts.
July 25th Sunday	0	97	0	91	0	37
" 26th Monday	0	56	0	23	0	32
" 27th Tuesday	0	66	0	2	0	39
" 28th Wednesday	0	0	0	3	0	1
" 29th Thursday	0	0	0	0	0	0
" 30th Friday	0	30	0	25	0	3
" 31st Saturday	0	0	0	0	0	22
For the week	2	49	1	44	1	34
Previously Registered	56	8	68	26	48	80
Total fall	58	57	69	70	50	14

READY THIS DAY AT NOON,

THE INDIAN TRAVELLERS' GUIDE

FOR AUGUST.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, including the Local Trains between Bombay and Bandora, on the B. B. and C. I. and G. I. P. Lines, in addition to a large amount of interesting and useful information.

CONTENTS.

New Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak Introduction.
Railway Time Tables :—
Great Indian Peninsula Railway.
Bombay, Baroda, and Central India Railwa
Jubbulpore Extension Railway.
Scinde Railway.
Punjaub Railway.
East Indian Railway.
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway.
Indian Branch Railway
Delhi Railway.
Umballa Section of ditto.
Madras Railway.
Steam Navigation Companies :—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company
British India Steam Navigation Company.
Bombay Coast and River Steam Navigation Company.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawaddy Flotilla.
India General Steam Navigation Company
Dak Companies :—
Agra and Nassick Mail Carts.
Bombay and Central India Transit Agency
North Western Dak Company.
Inland Transit Company.
Parsean and Darjeeling Transit Company
David's Horse Carriage Dak.
Delhi and Umritsar Dak
Punjaub and North Western Company.
Commercial Transport Association Company.
Authorized rates of Carriage in the Punjaub.
Victoria Horse Dak.
Oudh Horse Dak Company.
Routes by Steamers
Routes in the Bombay Presidency, &c.
Routes in the Central Provinces.
List of Travellers' Bungalows along the Trunk Roads of Western India.

May be had at all Railway Stations and of the following AGENTS :

Bombay and Poona :—Messrs. Chesson and Woodhall.
Bombay :—Messrs. Thacker, Vining & Co.
Poona :—Messrs. Treacher & Co.
Alexandria :—Messrs. D. Robertson and Co.
London :—Mr. G. Street, 30, Cornhill.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BENGAL.

BIRTH.

WARD—July 24th, at Bancoorah, the wife of John Ward, Esq., Bengal Civil Service, of a daughter.

LOWIS—July 25th, at Hazareebagh, the wife of Captain Lowis, Assistant Commissioner, of a son.

BELL—July 27th, at 44, Park Street, Calcutta, the wife of Henry Bell, Esq., C.S., of a son.

DEATH.

SHINDAN—July 24th at Soorey, Beerbhoom, of pulmonary consumption, Joseph Francis, 2nd son of Dr. Shindan, Civil Surgeon, Beerbhoom, aged 21 years.

MADRAS.

DEATH.

BIDDULPH—July 24th, at 6 Ulsoor Road, Bangalore, Catherine Mary, only daughter of Captain F. E. Biddulph, 19th Regiment, aged seven years and eight months.

NORTH-WEST PROVINCES, &c.

DEATH.

WALKER—July 22nd, at Benares, Captain S. C. Walker, 19th Hussars.

Now Ready,

REPORT OF THE

BOMBAY BANK COMMISSION.

JUST PUBLISHED, at the "Bombay Gazette" Press, a reprint of the REPORT of the BOMBAY BANK COMMISSION. Price Re. 1.

"Bombay Gazette" Office, July 15th, 1869.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

MONDAY, AUGUST 2, 1869.

HEALTH statistics lose much of their interest when served up cold. Acting upon this well understood maxim, the Health Officer has furnished us with his report for the second quarter of the present year in less than a month after the period of registration was closed.

It is satisfactory to know that the death rate, as compared with the same period during the last twenty years, is very slightly in excess of the average. The total number of deaths during the quarter was 4,871. There was an increase in deaths from small-pox 533; measles, 75; dysentery, 65; and all other causes, 882. There was a decrease of deaths from cholera, 500; diarrhœa, 3; and fever, 945.

Fever and cholera being the chief of the fatal diseases of Bombay, any sensible reduction in the number of deaths from these causes may be regarded as satisfactory, showing as it does the usefulness of practical sanitation in Bombay, and that the judicious efforts of the Health Department have been in no wise relaxed.

Parell and Karatulao stand out prominently in the death returns as affording the highest death rate compared to population: thus in Parell the mortality from zymotic disease was 5·42 per 1,000; from fever, 4·57; and from all causes, 14·13. Karatulao gives a mortality from zymotic disease of 2·81; from fever, 3·15; and from all causes, 11·12. Now when we compare the densely populated, and comparatively filthy district of Bholeshwur with Parell and Karatulao, it is astonishing to find the death rate in the former to be from zymotic disease 1·61 per 1,000, and from all causes 5·56; while under the head of mortality from fever Bholeshwur finds no place in the return.

Taking the first and last week of the return—April 6th and June 29th—the weekly mortality is considerably reduced at the close of the quarter. For the week ending April 6th, the mortality from small-pox was 98, and on June 29th it had fallen to 38. Measles, which gave a mortality of 23 in the first week of the quarter, gave only 2 deaths in the last week. Cholera, in like manner, was reduced from 14 to 9; diarrhœa, from 19 to 13; dysentery, from 15 to 14; fever, from 82 to 75; and all other causes, from 162 to 147. Bombay becomes decidedly more healthy as the rainy season sets in, and it is not a little remarkable that it is during the rainy season that people run away from Bombay to the Deccan in search of health, which perhaps they do not find in the capital of the Peishwas.

There were 880 births registered during the quarter, leaving at least 4,000 to be accounted for.

There were 2,288 persons vaccinated: being about one-half of the infant population that would be vaccinated under the operation of a compulsory system. The number of infants left unvaccinated are, we suppose, allowed to take the disease in the "natural way," and to pay the penalty which belongs to neglect of so manifest a means of prevention, or at least modification, of a destroying disease.

A new, but very pleasing, feature in the report, is the diagrams exhibiting the microscopic appearances of Bombay sewage taken from the main drain. In these diagrams we have the usual varieties of fish, fowl, beetles, Monads, Fungi, Trichomanas, and other animalculæ with very hard and very strictly scientific names, the whole tribe of which are to be found in the sewage of European towns. There is also a table showing the chemical composition of Bombay sewage water taken from three different places—1. The commencement of the new covered drain. 2. The pumping engines at Love Grove. 3. The united Fort drains. The quantity of organic matter per gallon—in suspension and solution—in these analyses, was 19 grains, 21 grains, and 80 grains, respectively; and of Ammonia, 6, 4, and 10 grains. We have here a few facts worthy the attention of the Drainage Commission.

The main portion of the written report is devoted to drainage. It is again pointed out that the present drains are quite capable of freeing the city in 24 hours of a rain fall of 14 inches. This amount of rain is said to have fallen on the 27th June last. But these surface drains must be increased in capacity and improved in form in some places, whilst in others the number must be increased. It may be true that the present drains carried away an unusually heavy rainfall in 24 hours, leaving the town "dry." But let us enquire what occurred while the rain was falling and what took place subsequently. The Health Officer declares that "By the side of the "Bellasis road there were some 4 feet of water. "On the Falkland road it was washing across. In "Gilder Street it was up to my (the Health "Officer's) horse's girths. In Khetwady it was "higher. All round and through the Erskine "road Markets the people more wading, and "in those on the Esplanade it was knee deep. "The low-lying chawls and huts were all "flooded, and in many of the better houses it "was just awash." This is all only too true. Women and children were perched upon benches all night long to keep out of the wet, and maintained their places during the whole day on Sunday, without being able to cook any food. The flooding of the houses was not the mere temporary inconvenience it is described to have been. The water came knee deep into hundreds of houses, remained there for ten or twelve hours, and went out again. But it came into houses with soft walls and mud floors, and left a permanent dampness from which the unfortunate inhabitants are, it is only too probable, yet suffering. The diseases so produced may not sensibly affect the death rate of the next quarter, but they decidedly injure public health; and the question comes up—What remedies are necessary to prevent such a misfortune? In all new buildings it should be insisted that the plinths should be raised to a certain level above datum. The whole of Khetwady—except the very best houses—has been built in utter disregard of this important sanitary measure, and so have the roads likewise. An enormous amount of capital has been expended in the roads and buildings of this district, to add as it were to the already existing difficulties of surface drainage.

Dr. Lumsdaine enters at some length into the question of sewage irrigation, and thinks it might be carried out on a more extensive scale now that the Commissioner's "experimental farm" near Love Grove has turned out a sanitary and financial success. Perhaps if we must have that "pool of sewage" known as the "main drain," with its black evaporating surface of 168,000 square feet, it is just as well to utilize the sewage as to pump it into the sea at Love Grove. Let the municipal bullocks be fed upon home raised Italian rye grass by all means. Why not indeed, if the agricultural experiment can be carried out without danger to health, and without calling upon the Justices to make an annual grant for a vegetable garden? Dr. Lumsdaine thinks that the salt-water marsh situated to the windward of the main drain is more deleterious to health than the emanations from the drain itself. We do not quite see this. The salt marsh has its good and bad seasons, but the main drain is always bad—except for some constitutions with a decided preference for sulphuretted hydrogen. We cannot now discuss fully the subject of the disposal of Bombay sewage. The time draws near when the report of the Drainage Commission may afford us ground for going into the subject. When that time comes it will be our duty to lump together all the waste products of the city, including the sewage, night soil, and sweepings, and regard them all as one item of general waste, which for purposes of health and economy, must be disposed of to the advantage of the rate-payers.

WE understand that the Government of Bombay has formally expressed a very strong opinion setting forth the expediency of fixing the terminus of the Bombay, Baroda, and Central India Railway on the site now occupied by the Gun Carriage Department, instead of on the Cotton Green according to the original plan. We also believe that project includes a proposal for a costly tunnel within which the line would be carried from the reclamation across the road to the adopted site. Probably the reason determining the choice of locality was the fact that by placing the terminus there the railway, considered as a nuisance, would be farther removed from the business and pleasure conducted on the Esplanade.

THE Minute of Sir John Lawrence which we print in another column is the one which led to the determination to borrow money for State railways. We take it from the "Friend of India."

IT is said that a small body of horse is to be raised from the Murree tribe to protect the Sind Frontier, at a cost of Rs. 600 per month.

THE "Calcutta Gazette" announces that "Mr. W. W. Hunter, LL.D., is appointed to prepare a 'Gazetteer,' for the Lower Provinces of Bengal."

THE "Indian Daily News" understands that nothing positive has yet been determined as to the steps to be taken against the Looshais on account of their late disturbance on the frontier. There is a possibility, however, of a military expedition being sent against them during the forthcoming cold season.

THE Government of India has accepted from the Maharaja of Puttiala a loan of forty lakhs of rupees upon the conditions, and as a part, of the open four per cent, loan. Promissory notes have been issued to the Maharaja at two per cent. below the market price of the four per cent. stock, being the profit which, it is supposed, the Government must have paid to contractors had this loan been raised in the open market. The Government consider it desirable to encourage native States to invest money in our securities.

THE following letter is from the Military Department, Government of India, to the Military Department, Bombay, and dated 25th June:—"I am directed to acknowledge your letter No. 2388 dated 3rd June 1869, enquiring whether the General Order which requires an officer of the Indian army who may have continued in his appointment as adjutant on promotion to the rank of captain, shall vacate his appointment on going on furlough, is applicable also to officers similarly situated holding the post of regimental quartermaster. In reply, I am to state for the information of the Right Hon'ble the Governor in Council, that the order in question must be held to apply to both appointments."

MRS. BROOKING, widow of the late Lieut. Brooking, who was shot by a havildar of the 35th Regt. N. I., has been granted the regulated pension of Rs. 18-10-2 per mensem from Lord Clive's Fund; and an application from His Excellency the Commander-in-Chief for the special extension to the family of the above officer of the regulations relating to the grant of "compassionate allowances" has been forwarded to the Secretary of State for India accompanied by the strong recommendation of Government.—*Madras Times.*

IT is with extreme regret that we have heard of the serious illness of Colonel Chamberlain, but trust that medical skill will soon restore him to his former good health.—*Lucknow Times.*

A SMART shock of earthquake is reported to have been felt at Simla at ten minutes after 6 o'clock A.M. on Sunday, the 25th ultimo. The vibrations lasted about fifteen seconds. The undulations were from west to east.

IT is stated that the Madras Government have sanctioned the purchase of 2,544 lbs. of Australian preserved mutton tendered by Messrs. Binny and Co. of Madras, to be issued as rations to the British troops in Burmah, as an experimental measure.—*Madras Mail.*

COLONEL J. PENROSE GOODE, Commandant of the 8th Regiment N. I., at Trichinopoly, who has just arrived at Bangalore on 60 days leave, has been ordered by the Commander-in-Chief, by telegraph, to at once take command of the 35th Regiment N. I., at Vepery, a corps whose condition has aroused much public anxiety of late in Madras notwithstanding the Chief's whitewashing order.—*Madras Mail.*

COLONEL WOODS, the acting Superintendent and Agent for Army Clothing, is, we understand, to be appointed to the command of the ceded districts, which is to be reduced from a divisional to a brigade command, and Capt. Ross Church, now acting as Presidency Paymaster, is reported to be the successful applicant for the acting post of Clothing Agent. How the Paymastership will be provided for we have not heard.—*Madras Times.*

A PARTY has lately visited Simla, and perhaps may be here still, who has been trying to swindle some of the tradesmen under the assumed name of Lieutenant Hill. We understand he was in a shop buying goods to the amount of about 600 rupees, when just as the goods were being delivered, a person from Umballa entered the shop and immediately recognised the gentleman as Mr. Dearden—and this put all the tradesmen on the alert and saved further imposition.—*Indian Volunteer Service Gazette.*

WE learn (says the "Indian Daily News") that suitable presents are to be made to the brothers of Shaik Abdoolla-bin Hordera, the Akrabee, from whom Little Aden has been purchased by the British Government; also that a few horses are to be purchased at a cost of Rs. 20,000, for the use of the Arab Chiefs who visit Aden. An increase of 10 dollars a month is also to be made to the subsidy of 30 dollars at present enjoyed by the Akrabee Chief, to be continued to the family for one generation after his death.

WE fear there is little probability of Madras reaping for some time the benefit of Captain Tulloch's mission to Bombay and England: for although that officer with characteristic industry has acquainted himself thoroughly with questions relating to both the water-supply and the utilisation of the sewage of great cities, the local Government on his return to India find themselves unable for want of money to utilise the varied information he has acquired. The drainage of this great town must therefore be postponed indefinitely, unless Colonel Denison should emulate the audacious boldness of Mr. Crawford, the model Municipal Commissioner of Bombay, and persuade the Government to raise a loan for the large works that are needed for the city.—*Madras Mail.*

AFGHANISTAN.

(FROM OUR OWN CORRESPONDENT.)

2nd July.—A communication this day received by the Ameer from the Governor of Moker stated that the troops under Sirdar Fatteh Mahomed Khan had reached Moker in safety and after halting there for two days marched for Herat.

The Ameer spoke to-day to Sirdar Noor Mahomed Khan, Shahghassi Shere Dill Khan, Sirdar Wally Mahomed Khan, and others, on the advisability of calling back the troops now at Herat when those recently despatched from Cabul had arrived there. Sirdar Noor Mahomed Khan approved of the project, remarking that very little dependence could be placed on the fidelity of the Herat troops. As a proof he pointed to the wicked conduct of these troops at Cabul itself, where every one complained of them. The proposal having been approved by others of the council it is very likely that it will be shortly adopted.

A kafilah left here this day for Turkistan consisting of 500 camels laden with merchandise principally from India.

3rd July.—On the troops who in late wars deserted the side of the ex-Ameer and who are now in the present Ameer's service, the Ameer has never put any reliance. It was ordered by him this day that all the commandants, captains, and subedars attached to these troops should be at once discharged and their places filled by persons on whom the concurrent choice of Sirdar Yakoob Khan and General Faramooz Khan might fall. Under new commandants there is no doubt that these men will be properly trained and turn out good servants.

The Ameer this evening went to Bagh Shahee in the company of the Moostoufee Habuboollah Khan, Sirdar Mahomed Yakoob Khan, Noor Mahomed Khan, and Ayahya Khan. Sketch maps of the new barracks that are to be built in the vicinity of Cabul were brought for his inspection by the Moostoufee, and some of them were approved. The Ameer intimated that his intention was to have a *Sudder Bazaar* built round the proposed cantonment in the same way as is done in India, where he saw fine bazaars at all the cantonments for the convenience of troops. It will be necessary, therefore, he said, that a large number of shops should be built in rows at the site of the new cantonment, where shopkeepers, traders, &c., from the city will be ordered to settle to complete in all respects the requirements of what is known in India as a *Sudder Bazaar*. The public works at Bagh Shahee have been already begun, and the works of the cantonment will be commenced shortly.

4th July.—A communication was received to-day by the Ameer from Shah Murdan Khan and Meer Akbor Ahmud Khan, from Sulmarwalla, stating that the guns and other military stores received from the authorities at Peshawur had been despatched from that station to Jamrood, from which place they would be forwarded to Cabul under the charge of the son of Sekundur Khan Shinwaree, and Sooltan Jan, son of Saadut Khan Mahomed of Lallpoora, and thus pass the Khyber in safety.

The kotwall, Hossein Khan, reported to the Ameer this day that the commandants of the forces lately under the ex-Ameer, and who were dismissed from employment the other day, had, with a few exceptions, all fled from Cabul. The Ameer said this had turned out quite as he wished, as he never preferred their remaining at Cabul.

5th July.—The rains have set in at Cabul, and in consequence all provisions are lessening in price. Wheat is now selling at 2 seers and 1 charuk per Cabulee rupee, which is nearly equal to 14 English seers. Other articles are becoming proportionately cheap every day, which is considered a great blessing by the people.

BOKHARA NEWS.

The following Bokhara news is contained in merchants' letters from Turkistan:—The Russian authorities at Samarkand lately made a demand for hostages from the Shah of Bokhara as a guarantee for future peace, and among them were to be a son of the Shah and a daughter. This proposal having failed to realize its object the Russian General recently summoned the Shah himself into his presence to give explanations verbally of certain breaches of stipulations which he had committed. The Shah seeing that the Russian authorities were very earnest on the subject sent one of his Viziers to the camp of the Russian General with his moorasilah, in which he submitted that as far as he himself was concerned he was a vassal of the Russians, but that he was totally unable to check his people, on whom he allowed the Russians to inflict any punishment they liked. The Vizier who is to act as envoy has duly left Bokhara for Samarkand to have an interview with the Russian General.

As Bokhara principally depended for water on the River Zur Afshan to the north of Samarkand, branches from which extended down the country, the Russians have stopped these canals, and consequently the people at Bokhara suffer in the extreme for want of water. The supply in fact has been totally cut off.

Kokand has the same relation with the Russians now-a-days as Bokhara. The Meer professes himself to be a vassal, but the general populace have risen in arms against them. There is peace at Jazuk, Oorapta, and Khojund, where large numbers of Russian troops are cantoned, and from whence they are now being dispersed to the scenes of insurrection and revolt. Noor Atta and Chirmna are more dependant on Bokhara than Samarkand, and are therefore in a state of turbulence.

As far as the Shah is personally concerned there can be no doubt that he never wishes to fight with the Russians again. He cannot manage his people, over whom he, *individually*, has very little control. The other difficulty is, that he is so much indebted to the mahajuns and merchants of Bokhara, from whom he took a loan of many lacs of tillahs during the late wars, that he is not in a position to pay the stipulated subsidy to the Russian authorities. This also is a subject of difference between the two parties. The Meers of Shahrisabz and many other powerful Turkoman chiefs, and indeed his own eldest son, who has even proved successful in several engagements with his father, are all against him and press him to join the standard of revolt. It is not known what the result of the negotiations which are now going on between the Shah and the Russian General will be, but it is apparent that the Shah individually can render no assistance whatever to the Russians *against* the will of those by whom he is surrounded.

There is also some talk here to the effect that the Sooltan of Room (Turkey) has communicated with the Czar of Russia on the subject of Bokhara, recommending that the Shah may be taken under the shelter of His Russian Majesty and the country of Turkistan saved from devastation. The truth of the news, however, cannot be guaranteed, although in all probability the Sooltan may have so acted, actuated by religious feelings and the respect which he, as a true Mahomedan must entertain towards Bokhara, respected all over the Mussulman world for its learning and as a seat of Islam.

Sirdar Sekundur Khan has sent his agents to Orenguj (the *city* of that name) and Budakshan. At the latter place a number of Russians also have arrived on a visit to the country.

It is superfluous to write that the caravan trade had almost ceased in Russian Turkistan on account of the fresh rising which has been duly reported in previous letters. Merchants from Tashkand, Ooratpa, and Jazuk now write to inform us that "the Kirghizes had already plundered a number of large katilahs which were on their way to Orenburg. There is comparative safety in the neighbourhood of Samarkand, but further north all is agitated. Russian troops are reported to be on their way from Orenuburg and other Russian towns."

CABUL NEWS (CONTINUED).

6th July.—According to news received from Herat this day Sirdar Shahnawaz Khan, who was now reported to have halted two marches distant from Mushed on the Herat road, was collecting men to fight the Herat Governor. He has been recently joined by the sons of Shahzadah Kamran, who resided at Candahar, but who lately fled from that town to join Shahnawaz Khan. It is probable that as soon as Shahnawaz Khan has collected sufficient strength he will renew his attack on Herat which he so signally failed to capture on a late occasion. Mahomed Azim Khan and Mahomed Abdool Rahman are also on the alert and endeavouring to bring the Almanees to their side in order to strike a blow on Herat in conjunction with Shahnawaz Khan. The sons of Shahzadah Kamran are said to be very wealthy, and Shahnawaz Khan expects much from them, as far as aid in money is concerned. The Ameer, on the other hand, is not at all negligent of Herat affairs, and has written his son, Mahomed Ibrahim Khan, to keep a special watch on his Herat troops, who most prove loyal or the danger would increase manifold. Sirdar Fatteh Mahomed Khan is still on his way to Herat.

7th July.—Sirdar Mahomed Ismail Khan, whose dissatisfaction with the Ameer has been duly reported, this night fled from Cabul. It is believed that he has gone to Kohistan. The Sirdar had left off attending the durbars for many weeks and was annoyed with the Ameer to the greatest possible extent. The truth is that he did not get justice at the hands of the Ameer, who owed to him so much of his victory over Shumsoodeen Khan, the ex-Ameer's Governor at Cabul; and it was the same Sirdar who thereafter entered Cabul as a victor, after seizing the well fortified fortress of Balla Hissar and beating the enemy by his personal valour. Soon after his entry into Cabul he had the loyalty to promulgate in the city that Shere Ali Khan was the Ameer of Afghanistan and the master of Cabul, and did many acts which required the utmost care and vigilance. But the Ameer has forgotten all this, and as the offended Ismail Khan saw no prospect of being treated as he deserved he preferred to retire to Kohistan in silence. All the Cabul Sirdars agree in the opinion that justice was not done to Ismail Khan.

8th July.—The Ameer takes the greatest interest now-a-days in reforming measures. In the present state of affairs when he is already undergoing enormous expenses to build a cantonment, bazaars, and other public buildings, and when the state of the finances does not permit of further extraordinary expenditure, he has ordered that the condition of the jail should be looked to, and that as the construction of a new building on a large scale would be at present impracticable the old jail should be thoroughly repaired. He has ordered Sirdar Yakoob Khan to see every day how far the repairs of the roads in the city and repairs of other buildings are satisfactorily going on. The kotwall of the city, Hossein Khan, also constantly supervises these affairs.

It was rumoured to-day that the sons of Sirdar Mahomed Shareef Khan has fled from Candahar but no written account of this has arrived.

9th July.—The Ameer this day directed that all military stores which are purchased at Peshawur should in future be ordered through Azeez Khan, son of Naeem Khan, who has qualified agents at Peshawur able to give all orders immediate attention.

As the Ameer has dismissed all the officers belonging to the late troops of the ex-Ameer and totally excluded them from service, their places are being filled up in the army by the Kohistanees.

The treatment also of all those supposed to be late servants of the ex-Ameer is extremely hard. In consequence numbers flee from Cabul to Peshawur every day.

The Sirdars whose jageers were lately confiscated have not as yet accepted military appointments under the Ameer, although they come to the durbar occasionally as a mark of respect. But they are exceedingly offended.

AN EGYPTIAN EXPRESS.

THE following extract from a private letter has been handed to us, and we are sure it will interest our readers :—

'Now that the approaching completion of the great work of M. de Lesseps makes the Suez Canal such a general topic of conversation, the homeward-bound Indian has much to tempt him to devote a week to exploring it. The traveller who has been rowed by wild-looking Arabs on the sweet-water canal to Chalouf, and witnessed at that place twenty thousand men excavating the newly-discovered rock which threatens to postpone the promised opening in

THE UNCOVENANTED SERVICE.

The Christian members of the Uncovenanted Service need not look for justice to the Council of India. The Secretary of State has just written out, absolutely and finally refusing to improve the pensions, in spite of the remonstrances of the Government of India. It is expected that he will again reject the furlough scheme. At present everything in that direction is biassed by the theory that, whenever possible, natives should be employed in the Uncovenanted Service and Europeans be discouraged. The flaw in the argument is that, under the circumstances, native means Bengalee, and Bengalees are as much strangers out of Bengal as Englishmen, much less efficient and less acceptable to the people. Even in Bengal we know from sound experience that, with very few exceptions, the worst European is a far more efficient officer in the executive department than the most highly educated and best Bengalee. The latter is not, in himself, so much to blame for this fact as physical conditions.—*Friend of India.*

THE MUTLAH LIGHT-VESSEL.

A correspondent to the *Indian Daily News* says:—"Two months have nearly elapsed since the last cyclone, when the Mutlah (light-vessel) was reported missing from her post: but up to the present time no satisfactory information has been published regarding her. A steamer, under the command of Mr. C. Rodgers, was, I believe, dispatched in search of the missing vessel; but nothing seems to have been done by that gentleman beyond taking a hasty cruise along the sea-face of the Sounderbunds. The relatives and friends of the commander of the Mutlah, as well as those of his two officers, have been unable to get satisfactory replies to their enquiries of the Bankshall authorities; and it behoves the Government, in the interests of common humanity, to depute a steamer in charge of a trustworthy gentleman, to make a close and careful search for the unfortunate Mutlah. It were better to know the worst than that the relations and friends of those who were on board the ill-fated vessel should be kept in a state of painful suspense."

MUSKETRY IN THE BENGAL ARMY.

A General Order by His Excellency the Commander-in-Chief in India, dated the 17th July, publishes returns showing the result of the past annual musketry course by the British and native troops serving in the Bengal Presidency. It is remarked—

"Though many of the British regiments serving in India carry muzzle-loaders, inferior in accuracy, more especially the trade-made portion, to the Snider rifle, the result of the shooting is generally satisfactory especially in the case of the 1-11th, the best shooting battalion.

"While noticing with commendation the efforts of commanding officers for the improvement of the practice generally in the several corps, His Excellency is compelled to remark on the large percentage of non-exercised men in both the British and native regiments. General and commanding officers are requested to ensure the instruction of every non-commissioned officer and man, excepting such as are exempted under the regulations.

"Particular attention is invited to paras. 2 and 3, of Horse Guards' G. O. 13, of February 1869, on the subject of independent firing, which in many instances, as shown in the following return, is very indifferent."

THE LATE CAPTAIN KNYVETT.

A correspondent writing to the *Delhi Gazette* says:—In a brief passage in your issue of the 29th, you express yourself sorry to hear of the sudden death at Beawr of Captain F. A. C. Knyvett, late Superintendent of the Agra Police.

Allow me to correct an inaccuracy in the passage, an inaccuracy of no moment but still an inaccuracy. Captain Knyvett's death occurred at *Jeypore*, in the dâk bungalow, on the 15th instant, and under most painful circumstances. Mrs. Knyvett, with the children, had arrived at Jeypore on the morning of the 15th, and awaited in the dâk bungalow, the arrival of her husband with whom she was to have gone on to Beawr, to which place he had lately been transferred from Agra, and I believe, on promotion.

Captain Knyvett had left Beawr on the previous day calculating to arrive at Jeypore about the same time a his family. His dâk brought him in shortly after they had reached, but it brought him in fact succumbing to an attack of cholera which he had taken that morning when about sixteen miles from Jeypore. He was helped out of the carriage ashy, convulsed, and almost inarticulate. Not half an hour elapsed before Dr. Burr, the Surgeon of the Residency, was in attendence; but despite all he could do, helped by a native doctor, Captin Knyvett continued to sink fast, and died that afternoon. Dr. Burr's efforts were most unremitting, and remained with his patient throughout his illness. Captain Knyvett's remains were interred in the cemetery close to the Agency; the whole of the residents attending, Captain Powlett, the officiating Agent, reading the service. The "farewell shot" was fired by the Agent's guard. "Man proposes, God disposes." What a melancholy exemplification of the apothegm does this death afford!

No one who values his life as he ought, or who has the happiness of others bound up with it, should travel between April and October, both months inclusive, without a supply of chlorodyne and other cholera medicines. I was told that poor Captain Knyvett neglected to take this very necessary precaution; and that when cholera was raging in the districts through which his route lay. If so, this oversight perhaps made all the difference between life and death to him.

THE BURMAN DIFFICULTY.

Lord Mayo's foreign policy (writes the *Englishman*) has been again successful. In a few months' vigour and a determination to uphold the dignity, and to conserve the interests of the Indian Empire have been twice crowned with the fairest success. In the north a new era has been inaugurated in Afghan politics, which promises to yield the most satisfactory results, and in the extreme east, an impracticable potentate like the King of Burmah has been made to realise that the Viceroy will not be trifled with. There are many causes of complaint against the King of Burmah. He has for a long series of years only entered into obligations in order, apparently, to prove their worthlessness, and although he owed his crown in 1866 to the aid and countenance he received from Sir Arthur Phayre, he lost no opportunity of showing that he was anything but grateful to the power which holds his rebellious sons in the captivity of a foreign State prison. Then came the treaty negotiated by General Fytche, a treaty which provided for the thorough opening up of commercial relations between the two countries, and for a regulated intercourse which could not but be beneficial to both. This treaty provided also for the abolition of the royal monopolies, and in various ways opened up to Burmah proper a vast field for the development of its trade, not only with Pegu, but with China. The King seemed willing enough to fall in with the new order of things, which even he acknowledged had become inevitable, but none the less earnestly did he strive in secret to render the treaty of no effect. One of his first acts was to proclaim the abolition of certain monopolies in favour of an *ad valorem* duty, but he speedily repented and proclaimed rice and catch monopolies; and not satisfied with such a step he made over the new royal privileges to a set of harpies who were certain to speedily convert them into new sources of misery to the people.

Then came the long contest about the Agency Courts, a contest in which the King and his ministers exhibited considerable ingenuity, and which, at last, they managed to bring to a crisis, by seizing on the fact that the British Agents had placarded Mandalay with a proclamation calling on all British subjects to register themselves, as an excuse for refusing all assistance in the matter whatever. Then, again, they ventured to foster an agitation against the English, which, if unchecked, might have led to the most disastrous results.

Such are the offences of the King against the Treaty. But worse is behind. We believe there can now be no doubt that the charge made by Captain Bowen, that the King had endeavoured to compass the destruction of the Monein exploring party, is well founded, and true in every particular. These offences were serious enough, but when we add to them the persistent endeavours of the King to open up relations with other foreign powers, solely with a view to our disadvantage, and his ready disaffection towards the English, it will be seen that the Government had to deal with a question which might at any moment drift into war. The question, too, was complicated by the aspirations of a strong party at Rangoon who have for their watchword the annexation of Upper Burmah, and by popular feeling at Mandalay directed most against the present state of affairs than towards a union with the English provinces. The King has so repeatedly shown his hostility, or unfriendliness, that the friends of annexation saw in his obstinate opposition to the Treaty Courts a possible cause of war, which could only have one result. Lord Mayo was, however, firm, and the opposition of the King has been dissipated as it has so often been heretofore. He has been made to understand that the Viceroy will insist on the fulfilment of the whole of the stipulation of the Treaty, and that time will no longer be wasted in discussing frivolous objections started with the view of putting off the performance of His Majesty's engagements. Another small war has thus been avoided, and the annexation of Upper Burmah has been indefinitely postponed. If the King can be persuaded to accept his position frankly, there is no reason why, with unrestricted intercourse between the two divisions of the valley of the Irrawaddy, all the objects pictured to themselves by the annexationists should not be attained, without the cost of a war, and without extending the frontiers of the Empire to regions where we might find ourselves involved in an endless round of petty difficulties and disputes.

BOMBAY.

The "Indian Travellers' Guide," for August, will be ready to-day at noon.

Mr. LeMesurier, Acting Agent of the G. I. P. Railway Company, proceeded to Nagpore last week.

The s.s. Kurrachee, Captain Cottier, sailed on Saturday last for Kurrachee with the following passengers:—Major Gordon, and Lieut. Cruickshank, R. A.

Municipal License.—On Saturday Mr. Showell fined one Natha Meetha in the sum of ten rupees, for using a place as a dyeing house without a license from the Municipal Commissioner.

The Dadabhoy Nowrojee Testimonial.—We are requested to state that the parchment for signature, in connection with the above testimonial, lies at the Native General Library.

High Court.—We learn that on the representation of the local Government the Government of India have sanctioned an extra allowance to be given to the clerks and others of the High Court Appellate Side.

Fall from a Window.—On Friday last a Hindoo lad, aged about five years, fell from a window of the first storey of a house, and was severely hurt. He was immediately taken to the Jamsetjee Hospital for treatment.

The Murder of a Hindoo Girl.—Nothing further has transpired in regard to this murder case except that two or three other persons were taken into custody on Friday night on suspicion. The police are vigorously prosecuting their enquiries in the case.

Kulladghee Collectorate.—From a memorandum of the rain-fall in the Indee talooka of the Kulladghee Collectorate, for the fortnight ending 15th July, we learn that rain fell more or less in 103 villages. The crops were doing well; five men died from cholera, and 90 head of cattle died from the same disease. The total rain-fall up to the end of 15th July was 7 inches and 14 cents.

Dharwar Collectorate.—We see from the weather report of the Dharwar collectorate, for the fortnight ending 15th July, that rain fell moderately in all the talookas of the collectorate. In some places the sowing of rice had been completed; while in others the crops were suffering from want of rain. The state of public health was good, except in a few villages where cholera and cattle disease slightly prevailed.

Ball at Poona.—The members of the Bombay Civil Service, who are now in Poona, headed by the Hon. Mr. Mansfield, gave a ball to the station on last Thursday evening, in the house in the Civil Lines occupied by Mr. Claude Bell. It was a very brilliant affair—more than three hundred and fifty guests being present, including their Excellencies the Governor and the Commander-in-Chief; and fairly rivalled the best of such entertainments which have been given in Poona,—a station noted for the success of its balls.—*Poona Observer.*

CHARGE AGAINST A SHIP CAPTAIN.

On Saturday afternoon a sworn information was laid before the Senior Magistrate of Police by Mr. Rayner, late third officer of the British ship Prince of Wales, the purport of which was that he had been wrongfully forced on shore and left behind by the captain of the ship (O'Grady) then under weigh. The Magistrate immediately issued a warrant for O'Grady's apprehension, and the water police did their best to catch him, but wind and weather were in his favour, and he has got clear away to sea. It may be well for shipmasters, however, to know that the offence charged in this instance, if duly proved, is a misdemeanour in law and is liable to be punished by six months' imprisonment with hard labour or a fine of a thousand rupees. Nor will O'Grady, if guilty of the offence charged against him, escape in the way that perhaps he now thinks he has. His offence will follow him round the world. The Shipping Master of this port will immediately communicate with the authorities here and in England. We in Bombay are not to be inundated with loafers—for nothing!

THE POPE, AND THE CATHOLICS OF BOMBAY.

(Bombay Catholic Examiner.)

His Lordship Bishop Meurin writes from Rome, July 7th—"On the 28th June, at 11½ A.M. the Holy Father received me at the Vatican. I cannot tell you what I felt, when coming into his venerable presence. He was sitting before his writing-desk, and thus prevented me from kissing his foot; but he gave me his hand, which—I assure you—I pressed and kissed so heartily that he must have felt it long afterwards: I could not help it. I sat opposite to him at his desk, and talked with him for about 20 minutes. I then gave him the Peter's Pence (Rs. 2,400) in gold, which he left on the table. Before leaving, I drew forth a nice polychromic picture of our Blessed Lady of the Perpetual Succour, and presented it to the Holy Father, saying that my people of Bombay wanted his blessing in writing. He took up his pen and wrote at the foot of the picture—"Deus benedicat populum Bombayensem, et liberet eum ab omini malo, et deducat eum in semitas justitiæ charitatis et obedientiæ erga istam S. Sedem. 28 Junii 1869. Pius PP. IX." (My God bless the people of Bombay, and deliver them from all evil, and guide them in the paths of justice, charity and obedience towards this Holy See. 28th June 1869. Pius IX. Pope.) This picture will be put into a frame and hung up in the Cathedral *in perpetuam rei memoriam*. In the evening, I assisted at the Pontifical Vespers in St. Peter's, and saw afterwards the grand illumination of St. Peter's. On the 29th, I assisted pontifically, at 9 o'clock, at the Pope's High Mass in St. Peter's, and returned highly edified and pleased with all I had seen.

THE CONVERSION OF Dr. ATMARAM SADASIV.

(Mitrodaya.)

The conversion of Dr. Atmaram Sadasiv Jaykar into a Christian has created a little agitation in the orthodox circles of the Hindu community. There cannot be any doubt that this educated youngman has embraced this new creed from a moral conviction of its truth; and we think a liberal spirit of toleration has no reason whatsoever to be offended or displeased at the step he has taken. But unfortunately for the Hindu community there are very few persons who could realize to their mind to the full extent the advantages and necessity of a freedom of conscience; and thus we do not find a few among them who ascribe this result to the late sojourn to England of our friend the doctor. It is true that it will produce some evil influence on the minds of the conservative and ignorant section of the community; but we cannot persuade ourselves by this argument to think that Dr. Atmaram has done anything wrong or even imprudent if he has renounced a religion, which appeared to him rotten and unfounded, and embraced one which showed him an easy and a direct path to salvation. It is but just that everyman in a matter of such invaluable importance should act according to his convictions and not play the hypocrite to please his ignorant brethren.

FAREWELL BANQUET TO LORD NAPIER OF MAGDALA.

(Poona Observer.)

A meeting was held on Thursday morning, at the residence of the Hon. Mr. Bellasis, to arrange for entertaining H. E. Lord Napier of Magdala, the retiring Commander-in-Chief of the Bombay Army, at a farewell banquet. Among those present, who were elected upon the committee, were the Hon. Colonel Marriot, the Hon. A. D. Sassoon; the Hon. A. F. Bellasis; Mr. Havelock, R. C.; Brigadier Pratt, C. B.; Colonel Addison C. B., 2nd Queen's; Colonel Woods, 8th King's; Colonel Schneider J. A. G.; Colonel Aitken, R. A.; Colonel Kendall, R. E.; Lieut. Colonel Montmorency, 59th Regt.; Mr. Gonne; Lieut.-Col. Kemball; and Major Melliss. It was decided that an invitation should be carried by a deputation to His Excellency, for a banquet, to be given him in the hall of the Engineering College, and that he should be requested to fix a day for the same. The members selected for this deputation, were The Hon. Mr. Sassoon; the Hon. Colonel Marriott; the Hon. Mr. Bellasis; Brigadier Pratt; Colonel Aitkin, R. A.; and Lieutenant Colonel Montmorency. A managing sub-committee was also chosen, consisting of Lieutenant Colonel Kemball, Lieutenant Colonel Montmorency, Mr. Gonne, Major Melliss, and Mr. Crowe.

It was proposed, in the event of its acceptance, to arrange for the banquet to be held as we have said, in the central hall of the Deccan Engineering College, which it is calculated will dine about two hundred people. The invitations, which will include a certain number of ladies, will be issued by the committee; and those for whom no room can be found, will be invited to attend at a later hour, in the gallery, whence the speeches may be heard. The banquet will be given in the name of the ladies and gentlemen of Poona.

On the following day (Friday) the deputation above mentioned waited upon His Excellency, and tendered him the invitation, and requested him to fix the day. His Excellency was pleased to express the gratification which the proposal of the deputation afforded him, and very heartily accepted it. With reference to the request to fix the date, he said that, as the committee wished it to be during the last week of his stay in Poona, so as to partake of the distinction of being a farewell entertainment, and as the mail just in, had not brought him, as he expected it would, any intimation of Sir A. Spencer's departure for India, he would defer fixing the date until the next mail's intelligence enabled him to do so. In conclusion he once more expressed his pleasure at the kindly feelings which had prompted the Poona community in this matter. The deputation then withdrew.

HIGH COURT—APPELLATE SIDE.

Wednesday, 7th July.

(Before the Hon'ble Mr. Justice Gibbs and the Hon'ble Mr. Justice Melvill.)

The Queen vs. Mulla Abdul Hai.

THE DISTRICT MAGISTRATE OF SURAT.

Mr. Nanabhai Haridass for the petitioner, Mulla Abdul Hai.

This was a petition presented to the High Court to obtain the reversal of an order passed by the honorary subordinate magistrate of Surat, Mr. Umedram Mitharam, fining the petitioner in the sum of Rs. 55. The facts of the case were as follows:—The petitioner having obtained from the Surat municipality a raza chithi or permission to build upon certain ground in the city of Surat, which he claimed to be his property, placed some logs of wood upon that ground with the view of commencing his intended building upon it. Observing this, a daroga of the municipality charged him before the honorary magistrate, himself a municipal commissioner, with the offence of encroaching upon a public road, contrary to one of the municipal rules. He pleaded that he had not encroached upon any public road; that the ground whereon he had placed his building materials was his private property, as would appear from his title-deed; and that after satisfying the proper officer of the municipality on that point, he had obtained from him the usual raza chithi. The raza chithi and the title-deed were both produced before the magistrate, but to no purpose. The person who had sold the said ground to the petitioner was called as a witness, and deposed to having sold it to him some 10 or 12 years previously, after having himself purchased it at a public auction sale in execution of a decree of court. Other witnesses were also examined on the point; but the magistrate held it *not* proved that the *whole* of it was th accused's private property; and suspecting that the accused had taken possession of it with the view of getting some compensation for it from the municipality, which not had resolved to widen the road at that place, and would therefore find it necessary to take it up he fined the accused in the sum of Rs. 55 for the encroachment, and ordered him to pay a further fine of Rs. 5 a day for as long as the encroachment continued, observing with regard to the raza chithi that, even if it was genuine, it mattered not, possession not having been taken under it within 15 days from the date of it. Hence this petition, which came on for hearing on the 19th November 1868, before the Hon'ble Mr. Justice Newton and the Hon'ble Mr. Justice Tucker. The petition was based upon four grounds, namely:—1, that the subordinate magistrate had no jurisdiction to inflict the fine, as already held by the High Court in other cases; 2, that the decision was contrary to law; 3, that the facts held proved by the magistrate did not constitute an offence; and 4, that the magistrate had acted in the matter with full knowledge that he had no jurisdiction, as would appear from a letter written by him when he assumed charge of his office to the district magistrate.

On hearing the petition the court in the usual away sent for the papers and proceedings in the case, and called upon the honorary magistrate to report through the district magistrate under what law he had punished the petitioner after the High Court had decided that subordinate magistrates had no jurisdiction in such cases The court having thrown out a hint that it would have been better if Abdul Hai had first appealed to the district magistrate, he also preferred an appeal to that officer, who, on the 4th January 1869 reversed the honorary magistrate's decision on the merits, holding, however, that the honorary magistrate had jurisdiction, in direct opposition to the decisions of the High Court. He recorded the following finding upon the merits:—

"The court now turns to the merits of the case. The accused was charged with encroaching on a public road, and pleaded a 'raza chithi,' or certificate of permission, to build on the land as his own. As the 'raza chithi' was granted by an officer duly authorized under section 52 of the municipal rules, the sub-magistrate should have confined himself to ascertaining whether the accused had or had not built or occupied beyond the limits therein prescribed. Neglecting this, however, he wandered off into other issues, imputed to the accused a breach of sections 45 and 50 of the rules, neither of which has any applicability to the case; enquired into the accused's right of property, which was beyond his jurisdiction; and finally recorded a conviction which it is impossible to uphold. Nothing is offered to prove that the accused encroached beyond the limits of the 'raza chithi' by which he admits he is bound, and, in the absence of that, the daroga's interference with him was most improper. The conviction and sentence are annulled, and the fines, is to be restored."

After passing this decision the district magistrate sent up the case to the High Court, with a report from the honorary magistrate, dated the 11th January 1869, not furnishing the information required, but informing the High Court instead that the fine inflicted had not been recovered by him, but voluntarily paid by Abdul Hai. Abdul Hai had, in the meantime, personally presented to Mr. Umedram a formal petition for a copy of the letter referred to in the fourth ground of his petition to the High Court directing the district magistrate's attention to the High Court decision to the effect that subordinate magistrates had no jurisdiction to try municipal cases and requesting instructions as to what he should do when such came before him, and also of the district magistrate's answer to it, which the petition alleged, was to this effect:—"Never mind. You need not be anxious about it. I am prepared to *fight with* the High Court." That petition was, however, returned to Abdul Hai with an order endorsed upon it that the copy applied for could not be granted, as it had no connection with his case. The case came on again before the court, consisting of the Hon'ble Mr. Justice Tucker and the Hon'ble Mr. Justice Gibbs on the 4th March 1869, when Mr. Nanabhai handed up to the court the said petition in support of the fourth ground of his client's petition to the High Court, observing that as the district magistrate had, in the meantime, remitted the fine inflicted upon his client, there was nothing more for him to do in the case, but that their Lordships were bound to put a stop to the illegal proceedings of the honorary magistrates, especially when they persisted in in open defiance of a reported decision of the High Court. The court, thereupon, called upon the district magistrate to certify the said letter and his reply to it referred to in Abdul Hai's petition to Mr. Umedram.

More than three months after, the district magistrate informed the High Court that the originals had "unaccountably disappeared" from his office, wherefor he sent copies or duplicates, from which he said it would appear that what he had written to Mr. Umedram had been misrepresented, inasmuch as he had written he would fight *up to* the High Court and not *with the* High Court as represented to the court; and he suggested that the petitioner's pleader should be called upon to express his regret in court for such misrepresentation.

The case was therefore again brought into court on the 7th ult. before the Hon'ble Mr. Justice Gibbs and the Hon'ble Mr. Justice Melvill.

Mr. Justice Gibbs—Mr. Nanabhai, in the case of Mulla Abdul Hai, we have received from the district magistrate of Surat the letter which your client referred to in his petition to the honorary magistrate, Mr. Umedram. Mr. Umedram seems to have pointed to Mr. Hope's attention to the High Court decision, and the effect of Mr. Hope's answer to him was, "Never mind. I am aware of that decision. You need not be anxious. I will fight (or 'contend the point' as he renders it) *up to* the High Court," and not *with the* High Court as that petition stated. Mr. Hope writes to us that, as that statement is calculated to degrade him in the estimation of the public, you should be called upon to apologise for it. Hence we have ordered the case to be brought into court, and shall be glad to hear what you have to say to it.

Mr. Nanabhai—I should be the last man in the world to refuse to apologise to any person whom I thought I had in anyway wronged. But in Abdul Hai's case I do not think I did anything I not perfectly justified in doing. My client put into my hands a petition addressed to Mr. Umedram with his answer endorsed on it. The petition set forth the substance of an order by Mr. Hope, of which it prayed for a copy. The copy was refused, but the existence of the order was not denied, nor was it said that its purport was different from that set forth in the petition. What was I to infer from this, but that my client's instructions to me were perfectly *bona fide* and true? I informed the court of that petition and produced it with the answer to it. The court heard it read by the interpreter, and referred it to the district magistrate. I did not state to the court anything of my own knowledge, for I had no personal knowledge whatever of the matter; and Mr. Hope has only himself to thank, if I avail myself of this opportunity which he has given me of again observing to the court that its decisions are still deliberately set at naught in quarters where they ought to be implicitly followed and respected. The speech delivered by Mr. Hope at a recent general meeting of the municipality of Surat, and published in the *Gujerat Mitra* newspeper of the 4th July 1869, received yesterday, shows that no less than 750 municipal cases were disposed of by those incompetent tribunals, the honorary magistrates, in one year, in opposition to well-known decisions of this court. Ought such a state of things to be permitted any longer? If it is considered desirable to have municipal cases tried by municipal commissioners in preference to the regular tribunals, why does not Mr. Hope get the honorary magistrates invested with the full-powers of a magistrate instead of seeing them daily disregarding the rulings of this court?

Mr. Justice Gibbs—Mr. Hope desires to be allowed to have the legal question of the honorary magistrate's competency to deal with municipal cases argued before a full bench.

Mr. Nanabhai—That may be allowed; but since Mr. Hope has thought fit to make a personal complaint against me, and your Lordships have heard me in answer to it, may I ask whether, in your opinion, in my conduct of Abdul Hai's case, I did anything for which I ought to apologise to any one; for whatever my own view of the matter, I shall feel myself bound by your Lordships' superior judgment.

Mr. Justice Gibbs—We shall write to Mr. Hope that you only stated to the court what you were instructed by your client.

The subject was then allowed to drop.

APPLICATION FOR THE REMOVAL OF A SHIP MASTER.

SUNSTROKE OR DELIRIUM TREMENS?

A suit of great importance to shipping agents and ship masters was disposed of by Mr. Justice Westropp in the High Court on Friday last on the following application by Messrs. Nicol and Co., for an order to compel Captain Forsyth, of the ship City of Tanjore, to relinquish his command of that ship:—

"The plaintiffs are the agents in Bombay of Messrs. Geo. Smith and Sons, of Glasgow, the owners of the abovenamed ship or vessel City of Tanjore, which is a British registered ship.

"The defendant, Captain Forsyth, arrived in Bombay in command of the said ship on the 28th day of June last, and since his arrival here his conduct and demeanour have been extravagant and irregular, and certain doctors have given as their opinion that he has been recently suffering from *delirium tremens*, and the plaintiffs say that to the best of their belief the defendant is not in a fit state any longer to have command of the ship on the further prosecution of her voyage to Calcutta and thence to Europe, and that his removal from such command is necessary to the safety of the ship and her crew.

"The plaintiffs have requested the defendant to give up command of the ship to the chief officer thereof, Andrew Leslie, but he has refused to do so, though he at one time consented to withdraw from the command till the receipt of instructions from the owners.

"The plaintiffs caused a telegram to be sent to the owners of the said ship as follows:—Tanjore unfixed, "captain suffering sunstroke, unfit to command. Have appointed chief officer, subject to your confirmation," and received the following reply:—"Approved of appointment, Tanjore's." The said telegram was despatched before the doctors had examined the defendant and pronounced him to be suffering from *delirium tremens*.

"The plaintiffs as such agents as aforesaid pray that this Hon'ble Court, under 17 and 18 Vict., c 104 s 24[0] will order the removal of the defendant from command of the said ship City of Tanjore and appoint a new master in his stead, and will make all necessary orders and give all necessary directions for the purpose aforesaid."

Mr. Green (instructed by Messrs. Acland, Prentis, and Bishop) appeared for the plantiffs, and Mr. McCulloch, with whom was Mr. Farran, (instructed by Messrs. Hearn, Cleveland, and Peile,) for the defendant.

The case lasted during Thursday and Friday, and was listened to by a good number of ship captains. It was opened by Mr. Green, who stated the circumstances and showed that the court in England had exercised the jurisdiction to remove the captain from the command of his ship, and that the court had jurisdiction in this case. The following issues were then framed:—(1). Whether the plaintiffs are the agents of the owners? (2). Whether it is necessary, within the meaning of section 240 of the Merchant Shipping Act, that the master of the vessel City of Tanjore should be removed? Evidence was then called, but before reporting it, it may be mentioned that the chief question in the case was whether the captain was to blame for his illness. After sending the telegram home Messrs. Nicol & Co. got opinions from Drs. Gray and McGregor that Captain Forsyth had been suffering from *delirium tremens*. They offered to send the captain home, and Mr. Hall, one of the partners, believed that he accepted the offer; but subsequently Captain Forsyth went on board and took command of the ship. The firm then got a telegram approving the appointment of the chief officer as captain, and on getting certificates from Drs. Gray and McGregor, and an opinion concurring with these from Dr. Joynt, ordered the captain to give over charge of the ship within 24 hours or else they would apply to the court for an order of removal. In this letter they stated—"the grounds of your removal are incompetence and misconduct rendering you unfit to discharge your duties." Captain Forsyth held that the medical men whose certificates had been got were mistaken in their opinion as to the cause of his illness, and that he was innocent of the charges against him. Therefore he determined to vindicate his character and asked for money to defend himself. The agents refused to grant that as they had no authority, and on the 23rd he replied through his solicitors that he would not hand over his ship till legally removed from his position as captain, and that he would defend the proceedings in court.

Dr. Francis George Joynt, examined by Mr. Green, deposed—I am a member of the College of Surgeons of England, and in charge of the European General Hospital in Bombay. Captain Forsyth was admitted into the hospital on the 10th of this month, and was discharged on the 16th. I attended him during that time. He was suffering from *delirium tremens*. He had all the symptoms of *delirium tremens*. He was very talkative—talked incessantly and noisily,—was afraid of conspiracies against him, walked up and down, and could not be induced to remain on his bed for more than four or five minutes at a time, and had a timid suspicious expression of countenance. He was free from pain in the head or anywhere else, the pupils were dilated, skin acting freely, general tremor mild in his case. He was afraid of people conspiring against him, and wanting to force their way into his room. The heart's action was excited, his pulse quick and soft. He was under restraint—confined in a room by himself. He walked up and down naked for some time, and took sudden fits of praying. On the evening of the 13th he appeared to be so much better that the vigilance in the watchfulness over him was somewhat relaxed, and he escaped into the compound and began to cry "Murder." He had all the symptoms of having taken so much alcoholic liquor that his system would not tolerate it Captain Forsyth did not appear to be a man addicted to drink. He told me himself when he was recovering that he was not by any means a person of intemperate habits, and that any quantities he had recently taken were not in his opinion sufficient to produce the state he was in. The symptoms were not at all like those of a man suffering from sun-stroke. Captain Forsyth is a very excitable man, and I have no doubt if any unusual weight of responsibility were entailed upon him, it would very much predispose him to the same sort of attack, if he indulged in drinking.

Cross-examined by Mr. McCulloch—In a case such as this, if a man had sunstroke, the symptoms would have been very different. The symptoms of sunstroke are a very hot-skin, some pulmonary congestion, a flushed face, and the pulse would have been harder than in this case.

Mr. McCulloch—Then there never was a case of sunstroke without these symptoms?

Witness—I have not been present at all cases of sunstroke which have ever occurred so I can't say. (Laughter.) Cross-examination continued—There is neither sign nor symptom the presence of which stamps beyond doubt the presence of any one disease. From what I saw there was no pulmonary congestion, and had there been such the treatment which I adopted would have disagreed with him.

By the Court—I should not expect a return of the disease if Captain Forsyth is abstemious, but I do not think he is a person who could undertake a heavy responsibility. I do not say I should expect a return of this disease without drink.

Mr. J. Temperley Gray, Licentiate of the College of Physicians, Acting Police Surgeon, had visited Captain Forsyth on board the City of Shanghai on the 10th July at the request of Messrs. Nicol and Co. He could not say whether Captain Forsyth was under the influence of drink at the time, but he called out for "grog" and said he must have some. That was in the presence of witness, by whose recommendation Captain Forsyth was removed to the hospital. Dr. Gray concurred with the evidence of Dr. Joynt and given a certificate that Captain Forsyth was labouring under *delirium tremens*.

Mr. Dougal McGregor, M.D., spoke to visiting Captain Forsyth on the 9th July, and to finding him in a very excited state; suspicious of the persons about him and irritable. Captain Forsyth chased some coolies up and down the deck of the ship. He had given a certificate to the same effect as Dr. Gray on the opinions formed from his visits on 8th, 9th, 10th and 12th.

Captain Henry Banks, of the ship Night Hawk, deposed that he had known Captain Forsyth since the 29th June, and been in his company almost every day since. On the day previous to his going to the hospital, Captain Forsyth went to the office of his dubash in the Fort and called for the protection of the British ship-masters who were present there at the time saying that some Parsees in the street were going to murder him. He was very frightened and witness went with him as far as Messrs. Nicol's office.

By Mr. McCulloch—Captain Forsyth is a very temperate man. I never saw him affected by drink. The whole quantity of wine and spirit I have ever seen him take was two glasses of wine and three of grog. That was not all at once, but the whole quanity together that I have ever seen him take. I never saw him take more than one glassful at a time. He put about a table spoonful of brandy to a bottle of lemonade. I have seen him going about his ship without his having any hat on, his head being exposed to the sun. I cautioned him about that.

By the Court—I will not undertake to say whether he is fit to command a ship.

At this stage the court adjourned till the following day, and on Friday additional witnesses were called.

Andrew Leslie, first officer of the ship City of Tanjore, deposed that he had a master's certificate. He shipped in Glasgow and arrived on 29th June. I observed, he said, nothing peculiar about the captain till 8th July. He went ashore at 6 A.M. saying he was going to the G. I. P. Railway to order boats to come for the goods we had on board for that company. He came back about 5 P.M. I noticed his manner was different from anything I had seen before. He seemed excited as if something had put him about. He talked rationally. After tea he went on board the City of Shanghai at 6 P.M. and returned about 10-30. He seemed worse then. When he came aboard he bade me good night: then he called me aft, and when I went he had nothing to say. I saw him once or twice after that sitting on the quarter-deck. He remained on board all Friday. Dr. McGregor visited him on that day, the 9th. I had hoisted the doctor's flag on Friday morning at 8 A.M. did so on behalf of the captain. It was of my own accord; I had not heard him express any wish for it. He remained insane all Friday, so far as I could see. On Saturday morning he wanted to go ashore, and I said Captain Crockett was coming and would he not rather go on board the City of Shanghai. He said he would and I went with him as a precaution. Captain Crockett was an acquaintance and had been on board on Friday evening. Since Captain Forsyth has been in the hospital I have seen nothing the matter with him. He has done nothing since I was put in command on 12th July except on that night (the 16th) when he returned from the hospital. Either that night or next day I told him I had been put in command. According to my observations Captain Forsyth is a temperate man. I should not be willing to go to sea again with him as first officer—I should not care to go again in any capacity after what has taken place.

By the Judge—Am I to understand, that having been appointed by Messrs. Nicol & Co. to supersede him, it would be painful to go to sea under his command?—(A.)—Yes.

(Q.) Or do you mean anything more?—(A.) No.

(Q.)—Do you mean he is unable to command the ship? (A.)—No, I do not mean that. He seemed all right when he went ashore and returned on the Thursday. He seemed quite sober, as far as I could see, when he came on board. I was not in his company that night, but when I saw him on deck I did not see him take any liquor. The captain of the City of Shanghai prescribed port wine for him, and I gave him wine with quinine two or three times that day. He had not asked for any liquor. I did not see him take any on the 10th. I have never seen him intoxicated nor in any way the worse for liquor. I never before observed such symptoms about him as on the 8th and 9th, when he was ill. I never noticed any tremulous motion in his hand before he was ill.

By Mr. McCulloch—As far as ever I saw he was able and efficient in his management of the ship. He never before this illness showed any nervousness or timidity. We had rough weather on the passage out, all the way from the Cape.

(Q.) On entering the port you had considerable trouble in connection with the wreck of the Bucentaur, had you not—considerable anxiety and difficulty?—(A.) Well, the weather was thick.

(Q.) You had rather a difficult task?—(A.) Yes, we had.

(Q.) Throughout the whole of that day did he show any want of courage or proper courage?—(A.) No sir. He kept good discipline and the ship was well managed.

John Jeffrey, steward of the ship, deposed—I noticed a change in the captain's manner before he went to the hospital. One day he was calling for his brother as if he were on board ship, although he was not on board nor in Bombay. He was somewhat strange after his return from the hospital up till the 24th, but since that time he has been all right.

By Mr. McCulloch—I mean that he required rather more attendance and was a little cross at times.

(Q.) As to this matter about his "brother," you don't know whether he meant a brother mason or a brother in the flesh, do you?—(A.) I don'tknow.

The Judge—If he were a mason that would account for the occurrence.

Mr. McCulloch—For what, my lord?

The Judge—The *occurrence*.

By the Court—During the voyage I had never seen the captain at all the worse of liquor. Every Saturday night there was a bottle of brandy broached and shared with the first and second officers, who messed with him, and it lasted throughout the week. There was no gin or other spirits. There had been only one case of brandy and that was done when we got to the Cape, and there was none all the rest of the way to Bombay.

(Q.) Was there no rum on board?—(A.) No.

(Q.) No grog for the men?—(A.) No.

(Q.) Was it a temperance ship?—(A.) Yes.

(Q.) Strict?—(A.) Yes.

(Q.) Not a single cask of rum?—(A.) No, my lord.

(Q.) No other liquor on board?—(A.) No my lord.

The Judge—Well, I hope you had a plentiful supply of tea and coffee.

Witness—We had plenty of tea and coffee, my lord.

The Judge—Was it intended she should be provisioned in the same way on her return?

Mr. McCulloch—I believe it was, my lord. The ship is what is called a temperance ship, the owners give extra wages and no grog.

Captain Clark, surveyor for Messrs. Nicol & Co., deposed—I went on board the City of Tanjore on the 9th and saw the captain was a little excited. I went to the first officer and asked if he knew what was the matter with the captain. I reported it to Messrs. Nicol & Co. next day. I saw him on the 10th and he was more excited and spoke strangely. I went to the City of Shanghai and told them they should send for a doctor, which was done. I did not see him again till he came out of the hospital.

Mr. Green—Do you consider him in a condition to manage the ship?

Mr. McCulloch—This is not a medical gentleman.

The Judge—No, but he is a nautical gentleman, and knows what a ship requires. I don't think I could prevent Mr. Green putting this question.

Mr. Green—In your opinion is he fit to take command of the vessel?

Witness—Well, I should have some hesitation, if the ship were my own, in placing him in command of a large vessel, for fear he might have a relapse of whatever it may be.

By the Judge—But so far as you have observed since he left the hospital, have you seen anything strange about him?—(A.) No, my lord; but he has never been placed in circumstances in which I could observe it. He has never been in command but always running about from the ship to the shore and taking no active part in the ship, so I have had no opportunity of observing it.

(Q.) But you have had no reason for saying he is incompetent to command except the probability of a recurrence of a recurrence of whatever it was?—(A.) No, my lord; I should not say the man is incapable to take command of the ship, but I should have some hesitation in placing him there. I was generally aboard the ship in the morning, but did not meet him except on business. I always found him sober and sensible. He always appeared to be a little wild but not as if under the influence of spirits, and I thought that natural to him. I knew him two years ago when he was a chief officer here. I did not observe any of that manner about him then. I commenced to notice it this time three or four days after he came in. He did not appear to me, so far as I could see, to have been drinking at all.

John Jeffrey was here recalled, and in answer to the court said—Two or three days after arriving in Bomb

SIR JOHN LAWRENCE ON THE MANAGEMENT OF RAILWAYS BY THE STATE.

16TH AUGUST, 1867.

AFTER discussing the routes to be followed by the Oudh and Rohilkund Company the late Governor General, in reply to the Secretary of State's despatch of 23rd March 1867, thus wrote—The position in relation to railway construction will be entirely changed now that the system of guarantee has been again adopted, and that it has been practically admitted that the Government must for the future give assistance in this form to ensure the construction of railways in India. There can be no doubt that under a guarantee of interest, the Government may without difficulty at once secure the formation of a company to carry out any line of railway which it desires to see executed. This being the case there is no reason whatever why the Government should henceforth be influenced by anything but its own conclusions as to what is desirable in relation to railway construction. The entire position is in the hands of the Government, and it seems to me most unadvisable to allow the advantages which it presents to be lost. It is very certain that the knowledge that the Government has re-opened the system of guarantee will bring up many speculative projectors, who will take up schemes for which they will without difficulty obtain the support of colourable authority at least. Such schemes they will press on the Government under such patronage as they may secure, and unless preparation is made beforehand to meet such projectors and their schemes, it is exceedingly probable that the Government may find itself involved in undertakings which have been forced upon it in a way which it may see cause to regret hereafter.

Having regard to the necessary limit to the sum that will from year to year be available from the Indian revenues for the purpose of paying guaranteed interest, and also to the like limit which there will be to obtaining capital from the English money-market, it is certain that any extension of railways in India must be practically restricted to a limited number of miles in any one year. It will, therefore, follow that every pledge of the Government to assist any particular project will *pro tanto* prevent the prosecution of all other projects, at all events for a time. Hence it is obviously important for the Government to do what is in its power to make a selection of those lines which shall be first constructed, and so far as it can to regulate the order and manner in which all future extensions of railways shall take place.

Although I have already on other occasions* expressed my opinion that any considerable extension of railways at the present time had not commended itself to me, because I saw much difficulty in providing the necessary funds, yet it is no doubt essentially a question of finance at bottom. And if, on a further examination, it were shown that the burden on the finances would not be increased in an objectionable manner by any moderate yearly extension of railways, the question is one which is well worthy of consideration.

On these grounds, therefore, I am of opinion that it is expedient for the Government of India, at the present time, to take a comprehensive view of the probable future requirements of the whole of India in respect to railways, in a manner somewhat similar to that in which Lord Dalhousie reviewed the question when the introduction of railways was first discussed. I see no reason for doubting that a very useful and comparatively very correct estimate may now be made of the essential railway wants of India for the next 20 or 30 years, and that a scheme of a system of railways could be prepared which would indicate with tolerable precision the best method of meeting all these wants.

One consideration of much importance in relation to these works is the degree to which the several companies should be allowed to extend their undertakings, and the limits that should be placed to the districts into which their lines should be permitted to run. The danger of allowing too great a development to any one company, has formed a topic of discussion for the Government of India in former years in relation to some of the existing railways, and the question is one which should not be lost sight of in such a review of railway extension as I have suggested. An overgrown company is likely to be a source of embarrassment or even danger to the Government, from the power of personal influence which it must possess, while its efficiency for the essential purposes for which it was created is almost certain to be diminished.

At the same time, I think that a financial review should be made of the actual working of the guarantee system to the present time, with the intention of placing before the Government its results, having reference to the actual money payments it has involved, and the probable course of such payments in the future, if a certain moderate annual extension of railway construction were allowed to go on. In the present year I observe that, although the whole railway capital paid up by the companies is rather above 68 millions, yet the net payment of interest will amount only to about £670,000, which is hardly one per cent. on the whole amount under guarantee. Most of the railways are steadily increasing their income, and a permanent diminution of the interest charge is going on.

The third subject for consideration is, the new form of contract which has been now adopted by the Secretary of State in substitution for that originally used. I observe that the opinion of the Government of India has not been asked on the alterations introduced; but the whole question is of such great importance to India, that it is an obvious duty of the Government in this country to consider carefully the new arrangements that have been proposed, and to communicate to Her Majesty's Government the conclusions arrived at regarding them. I shall, therefore, notice in order the principal points in which the new form differs from the old one, and state the opinion I have formed on each.

The first and most important change is the introduction of a provision under which, before a final agreement to guarantee interest is entered into by the Secretary of State, exact projects and estimates for the railway, or the several sections of it, are to be prepared under the instructions of the Government; and the final grant of the guarantee will be dependent on the projects and estimates meeting the approval of the Secretary of State. There can be no question that this provision, if it be properly carried into practice, will be a most valuable help to the Government in enforcing economy in construction, which is the most important consideration in the prosecution of railways in India, or anywhere else. Wasteful expenditure of capital in first construction is no less hurtful to the Government and to the public, than to the companies. While it permanently presses the profit to be derived from a railway, and thus injures the shareholders, it requires much higher charges to be taken from persons using the line; and by making the capital less profitable, and by keeping back the development of the traffic by the necessity for making high charges, the investment in railways is less favourable, and the burden put on the Government in the shape of the guarantee of interest is made heavier and continued longer than would otherwise be necessary. I have no hesitation in saying that had proper economy been enforced in the construction of the existing lines of railway, the charge on the Government for guaranteed interest would, for several years past, have practically ceased, and in most cases the lines would have been paying a dividend in excess of 5 per cent.

It is a very great misfortune for the shareholders, and for this country, that a more accurate perception of the truth of this position has not hitherto existed. Anything which the Government can do to restrain to the utmost the outlay of capital, provided, of course, that the works shall be thoroughly well and substantially constructed, will be unmixed good. The knowledge obtained by past experience is, I believe, now sufficient to admit of the engineers both of the companies and of the Government very fairly estimating the real probable cost of Indian railways, and of distinguishing between outlay which is essential and which is not essential. Those unforeseen obstacles in the way of transporting the heavy materials required for railway works, which were the cause of so much of the wasteful expenditure on many of our lines, have now, in a great measure at least, been removed by the construction of the existing main railways which are carried into the very centre of the country in many directions. On the whole, therefore, I consider that, if the Government and the companies really take up the task of extending railways in a spirit of proper economy, and if both of the responsible parties will insist on their engineers doing all that is possible to reduce needless outlay, while the essential requirements of stability are not overlooked, a very sensible reduction of the average cost of the lines will follow. From what I hear, I am disposed to think that instead of £15,000 to £20,600 per mile of single railway, which has too often been the outlay, a sum of £10,000 per mile should be the outside cost in a district of ordinary character, and that the average should even be within this amount.

The new provision requiring a design and estimate to be prepared under the directions of the Government, should be a powerful instrument in our hands for securing economy in construction. The proper course to adopt, as it seems to me, in giving effect to this condition of the new contracts, would be for the Government to ascertain as well as practicable the probable character of the traffic to be expected on the projected line. The experience obtained from neighbouring open lines, or lines in districts of similar character, will commonly be sufficient to admit of such an estimate being fairly arrived at. On this estimate of income, the Government will be ready to form an opinion as to the extent to which it will be prudent to give a guarantee. An average mileage rate of first cost could thus be fixed, beyond which the Government will settle that it will on no account go, and within this sum might be named to the company's engineers as a proper amount, having regard to probable unforeseen outlay and excesses over the estimate from various causes, on which the character of the works should be based. The companies should be brought to understand that the Government laid it down as an absolute condition of giving the guarantee that a satisfactory estimate should be prepared showing a probable profit in excess of the guarantee within a reasonable term of years, say, 8 or 10. They should also be made to feel from the outset that they were placed in an exceptionally favourable position by the Government, only on the understanding that they would accordingly co-operate with the Government in securing strict economy. That the Government regarded them as the agents for carrying out railways in conformity with the wishes of the Government, and that their engineers must accept this position frankly. The Government should distinctly declare that they refused to guarantee interest on capital to be laid out under the virtual dictation of the company and its engineers, and that this declaration would be strictly acted on.

But it would be of little avail, in my opinion, to express such resolutions unless at the same time the Government took the power to enforce them. To effect this, the Government should be able to remove or suspend any officer of [illegible] railway company acting in opposition to the terms of the contract, or otherwise not properly performing the duties assigned to him. Such a power I consider as [illegible] only to strengthen the Government in dealing with the construction of new railways, but equally so in the necessary control over railways in operation. The position of the British Government in India is such that a plenary power should be placed in the hands of the supreme authority admitting of the summary removal of any railway official by whose acts the peace or security of the country were endangered, whether such acts were the result of wilful misconduct, or of mere ignorance or folly. It is necessary to contemplate the extension of our railways at no distant date into the territories of native princes, where a very slight provocation might lead to the most serious political difficulties, if the Government of India had not full power to interpose and remove the cause of danger. In like manner, the peace of our own territories might readily be disturbed in an alarming manner by the indiscretion or misconduct of railway officials over whom the Government at present has no control.

I am disposed to regard this question as one of grave political moment, which I trust the Secretary of State will see fit to consider which the attention which it seems to me to demand. The power which I desire to see placed in the hands of the Government of India is one which, in practice, would not be used excepting in cases of real urgency. The fear most certainly would be that there would be too little inclination to exercise it, and not too much. A reference to the original railway contracts leads me to think that the exercise of this power may very probably have been contemplated among the acts which the Government was authorized to perform in the control of the railway companies. The clause conferring on the Government its general powers of control, ends with a sentence declaring that the Government shall have no power to appoint servants of the company. I am informed that the decision that the Government has no power to dismiss, was based on a presumed technical legal interpretation of this clause regarding the power to appoint, it having been argued that no special provision having been made as to dismissal, the power would naturally go with that of appointment. But if there had been a definite intention that the Government should not have power to dismiss, surely words would have been added to say this as clearly as to deny the power of appointment.

The change in the rate of exchange, which is now fixed at 2 shillings for the rupee, instead of 1 shilling and 10 pence, is an obvious improvement. The grant of the land to the company in perpetuity, which abrogates the right of the Government to take possession of the railway as ground landlord, appears to me to be a needless concession, by which no practical advantage whatever is bestowed on the present shareholders and an important future benefit is taken from the Government of India. With a 5 per cent. guarantee of interest for 99 years, the present value of railway stock would not be sensibly altered, whatever was the ultimate disposition of the railway. Such a concession as this in no way facilitates, as I believe, the raising of the necessary capital for railway construction, and the right of the State to resume possession at the end of 99 years, should, in my opinion, be affirmed in all future contracts. I am aware that the power of this nature, which was affirmed in one part of the old contracts, was taken away in a subsequent part. But this has little to do with the question. I also mentioned as a fact that of the Indian branch company at one time accepted without complaint the provision relating to the railway reverting to the Government at the end of 99 years as a part of their former contract, which, in all respects, was very much less favourable than that now offered to them.

And here I desire to call very special attention to a point which so far as I am aware has not yet been looked at in the serious manner it deserves. I refer to the consequences of the investment by English capitalists of very large sums in India. However we may bridge over in our imaginations the gulf which separates the present from the time when India shall cease to be a dependency of Great Britain, it is difficult to arrive at any other conclusion than that such a time must come. Moreover, it is impossible to avoid the contemplation of a possible period during which the position of a British Government in India may once more be one of grave difficulty. In either of these positions, I would ask, what would be the effect of the investment in Indian railways of a capital perhaps amounting to one or two hundred millions sterling? So far as India herself is concerned, the question is not important, perhaps. But to England and English interests it is very far from being so. The occurrence of any serious political difficulties which should make it impossible for Indian railways to be worked with a profit, and should at the same time put it out of the power of the Indian Government to make good the guaranteed interest, would have a most calamitous effect on the holders of Indian railway stock, and could not fail to lead to very serious embarrassments to the Government of India, and probably to that of Great Britain also. To the Government of India it would in a time of great trouble add enormously to its financial difficulties, and possibly entirely destroy its credit.

This consideration, however, does not in my estimation legitimately lead to the conclusion that it is therefore improper to accept English capital for the prosecution of great undertakings in India, but only to this, namely, that every reasonable effort should be made to prevent the permanent accumulation of very large investments of English capital in works or securities essentially dependent on India for their returns. The risk of which I speak, though real, is not of present urgency. Nor, under the circumstances in which India and England are placed in relation to one another, can it be said that the duty of England to assist her dependency is set aside by any superior call to protect herself. For present purposes of profit, these investments are reasonable and proper, and cannot be impugned.

I therefore argue that, in behalf of the British investors, the British Government of India should by degrees obtain complete possession of these great works, either by means of a special covenant to be inserted in future contracts under which the Government shall come in as ground-landlord, or by means of actual purchase. It would be a matter for careful consideration how the purchase should be effected. The attempt to pay for any railway in one sum would, in most cases, be very difficult. But there seems no difficulty in arranging for the gradual purchase of the stock operating in the manner of a sinking fund, by moderate annual payments spread over a series of years. A right, for instance, might be secured to the Government by special covenant in future contracts to buy up yearly some fixed moderate amount of the railway stock at par. Also, on the period arriving when the Government has the power of purchase under the existing contracts, the old companies might be required, under pain of being bought out altogether, to make some reasonable arrangement of like nature. A yearly payment of half per cent. on the whole capital, or in about 25 years invested at 5 per cent., would amount to a sum which would thenceforth yield interest sufficient to pay 1 per cent. on the capital; and if this interest alone were applied to continue the purchase, it would be completed in about 31 years more, or in 56 years from the commencement of the operation. An annual payment of £50,000 continued for 23 years, would, in like manner, accomplish the purchase of 80 millions of railway stock in about 19 years. It may, however, necessary for me to enlarge more on this subject, and I will now leave it for such attention as it may, on further consideration, seem to deserve.....

It is not to be disguised that much of the wasteful expenditure which has arisen in connexions with Indian railways, has been duly pointed out before it was too late to stop it by the consulting engineers, and that these officers have not on all occasions been supported by the Government in their attempts to enforce economy. In recommending the system of guarantee, I trust that the responsibility of the Government consulting engineers to do everything that is in their power to secure the rigorous application of the capital under guarantee, in accordance with the projects and estimates approved by the Government, will be plainly declared; and that, while all neglect on their part to act firmly up to their duties is seriously checked by the Government, they may receive the full and uncompromising support of the Government in the proper performance of those duties, which, in their nature, must at times lead them to advocate measures which will be displeasing to the railway company's officers.

I would take this occasion also to affirm plainly, what is too often overlooked, that the Government, in its relation with these guaranteed railway companies, is by no means an intrusive power which has no pecuniary interests at stake which it may legitimately protect. It is estimated that, while the companies will have to supply about 81 millions for the railways now under construction, the Government contribution will be 7½ millions for land, less by exchange, and supervision, 14½ millions for interest* paid in excess of net revenues, and 4½ millions in interest due on those payments of guaranteed interest. In all, the Government will have paid 26½ millions against the company's 81 millions. This is no visionary contribution, and it is monstrous to say that, under such circumstances, the Government is doing anything beyond its plain duty to the Indian community when it requires that every possible precaution shall be taken to prevent waste.....

The last point to which I desire to refer is, the arrangement under which the guaranteed interest advanced by the Government is re-paid from the earnings of the railways. The plan now followed is to divide equally between the Government and the company any excess of the net receipts above the amount of the guaranteed interest. But I am not satisfied that this is equitable to the Government, and I consider that it is desirable to stipulate that the Government should take the *whole* surplus until the interest debt is paid off. If the Government, in fact, supplies more than one-fourth of the aggregate outlay before the railways are got into a condition to pay the guaranteed rate of interest, it seems a moderate demand that they should be repaid their advances for interest before the company takes more than the stipulated 5 per cent.

I am aware that it may be said that the prospect of the increased dividend to be obtained by the shareholders when the net receipts exceed 5 per cent., will have a useful effect in producing economy of management, and so forth. But I confess to thinking little of the value of such a stimulus. The real stimulus to economy must be strict supervision by the Government in the expenditure which takes place once for all on the first construction of the railways. The management and working is of comparatively little importance, for it is under continued control, and is at all times susceptible of correction and improvement. Not so the capital outlay which, being spent, is beyond future care. Therefore I do not attach much value to this consideration.

If, however, such a claim is deemed likely to be so seriously objected to by companies as to lead to difficulty in raising money, then I would substitute for it a provision by which the Government should *permanently*, after the completion of the railway, take *absolutely* one-half of the net receipts in excess of the guarantee, the other half going to the company as now. Then the advances for the guarantee would be no longer regarded as a debt to be repaid by the company, but a contribution of capital by the Government, on account of which it took the half share of the earnings in excess of the fixed guaranteed rate of interest. This arrangement would have the advantage of doing away entirely with the complication of the interest account as now required. Practically, it will be necessary to

* In 1867, Mr. Danvers states that the debt was 12 millions,—19 millions having been advanced, and 7 millions recovered in net receipts. Paragraph 71 of Report.

* Minutes 8th October and 18th December 1866.

I am inclined indeed to think that, if it were possible, both of these two claims should be added to future contracts,—*first*, that *the whole* excess over the guaranteed rate of interest should go to the Government until the interest advances were re-paid, and that afterwards the Government should take *one-half* of the excess. I can see nothing in such claims at all beyond what the Government may, with propriety, make, and the only question that seems to me to arise in respect to them is whether or not they will practically affect the facility of finding companies to undertake railways in India with such expedition as the Government may deem desirable.

JOHN LAWRENCE.

Simla, the 16th August, 1867.

SPIRITUALISM.

(*Bombay Guardian*)

SPIRITUALISM does not appear to be dying out. Exaggerated statements have sometimes been made as to the extent to which it has been embraced in America; but there can be no question that great multitudes there and elsewhere have confessed their belief in it. And just now there appears to be a revived interest in the subject in England. The leading papers contain lengthy reports of examinations instituted by the Dialectic Society, and the tone of these reports is, so far, complimentary rather than depreciatory. There seems to be something like an indicated desire on the part of science to approach the thing in a friendly spirit. Professor Varley the electrician of the Atlantic cables, writes to the papers in warm defence of the system. Professor DeMorgan, the Mathematician, is a convert; Mr. Howitt is another. We should not be greatly surprised if a portion of the scientific world should cast the xgis of their favour over this new system. That would be a remarkable alliance.

In a certain sense there has always been spiritualism in the world. That is, there has always been, and very generally diffused too, the belief that the spirits of the departed were not far from us and that it was possible to enter into communication with them. And commonly it has been believed also, that certain individuals possessed in an eminent degree the art of entering into communication with them. The belief in ghosts and in mediums is not new in the world. But in modern times the diffused light of Christianity and the concomitant progress of civilization have led to repudiation of such belief as superstitious and baseless. And the grand peculiarity of the Spiritualism which had its origin in 1848, is that which it derives from the age in which it is promulgated. It is one thing (we are told) to believe such a thing superstitiously, under the influence of fear and gross ignorance, and another thing to arrive at the knowledge of it experimentally, by physical investigations, with minds illuminated by modern science.

Witches and wizards are spoken of in the Bible. The intercourse with spirits of the dead is apparently recognized as possible. The cultivation of all such intercourse was condemned in express terms. The Jews were not to suffer a witch to live. It may be said that the mere pretence to be in communication with departed spirits, and to be receiving messages from them was in the nature of things not to be tolerated in the Jewish theocracy; it was high treason against all the institutions of Judaism. But then we have an account of the apparition of Samuel to Saul in the house of the witch of Endor. In this case, however, the witch is as much appalled and astonished as Saul is; it was evidently a divine arrangement; so that we can hardly build an argument on this passage in favour of the possibility of intercourse with disembodied spirits. There are other passages which touch that much nearer, at death, the opportunity of influencing the world. "Whatsoever thy hand findeth to do, do it with thy might; for there is no work, nor device, nor knowledge, nor wisdom in the grave whither thou goest."

The Bible recognizes the existence of wicked spirits, disembodied, diabolical not human, seeking to influence men. A work sent to us by a correspondent, entitled, "Spiritualism prophetically considered, by William Maude," denies, however, that the 'devils' of the New Testament are intended to designate fallen angels. He says—

"Usually it seems to be taken for granted that the *demons* are the same beings as 'the angels which kept not their first estate;' and this is a very natural inference from the translation of the original word by 'devil,' but it has in reality no foundation in the usage of scripture. Demons are referred to about eighty times in the New Testament, and are even spoken of as different orders, but they are never mentioned in a way to show that they are identified with the fallen angels, they are never assigned a celestial origin. They are never referred to except in connection with our world. They are never spoken of as being in the aggregate, in a state of penal confinement like the angels that kept not their first estate. The devil is never called a demon. The word demon, in its commonest and best understood meaning, denotes the soul of a dead man, and particularly the soul of a wicked dead man."

We are not prepared to subscribe to the opinion that the words *daimon* and *daimonion* in the N. T. generally refer to the spirits of dead men. It is very certain that they who die in the Lord depart to be with Christ, and breathe an atmosphere of love and blessedness. And the demons whom Christ cast out are expressly identified with Satan and Beelzebub. But there cannot be the slightest question that the attempt to hold intercourse with spirits is condemned in very strong language in both the Old and New Testament. Sorcery and necromancy are classed among the things which, unrepented of, exclude people from the kingdom of heaven.

It is certainly a portentous fact that in an age which vaunts of its superiority to all that went before it, in respect to culture and enancipation from error and profound insight into the nature of things, men should be found by thousands and myriads, to give their confidence to a system like Spiritualism. They have a revelation from God, revealed in the fullest way from a thousand mysteries, making known the moral state of man and his need, the will of God, the means of salvation, the path of life, a glorious immortality for believers; and they turn dissatisfied from all this to consult unseen spirits supposed to dwell in the legs of a table or of a chair, and whose answers, real or imaginary, are allowed to be often lies. 'Professing themselves to be wise they became fools,' says the apostle of certain advanced thinkers of his time: and perhaps we are to have a new illustration in our day of the truth that the wisdom whose foundation is not the fear of the Lord, is built upon the sand.

NOTICES.

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A. Menist, Esq., Optist,

Adelphi Family Hotel, Byculla.

DEAR SIR,—It gives me great pleasure to add my testimony to the thousands you have already acquired from the best of judges of the profession which you represent, for introducing glasses upon an improved principle, for the use of persons of impaired sight.

My good wife was suffering from this complaint, and the worst of it was she could not pronounce a single pair of spectacles to suit her eyes. She tried many, but after the use of them for a few moments they were rejected, as they instead of remedying the evil made it the more worst. Fortunately for me I formed your acquaintance and introduced you to Mrs. Sorabjee. The pair of spectacles you gave her have suited her so comfortably, that since she has commenced wearing them she has become so much enamoured with them that she scarcely desires to put them aside for a single moment. I therefore without the least hesitation would recommend to the sufferers from defective sight, &c., &c., "to apply at once to Mr. Menist, Optician, Adelphi Family Hotel, Byculla, if they are inclined to have their sight improved."

Wishing you every success in your profession in this strange land, Believe me to be, yours very faithfully,

SORABJEE JAMSETJEE JEJEEBHOY.

Breach Candy Road, 22nd May, 1869.

From Thomas Barrett, Esq., M. D., and Surgeon to the Eye and Ear Infirmary.

Mr. Menist has shown me some spectacles arranged by him. The lenses appear to be constructed on very scientific principles, and I can recommend Mr. Menist, from his great experience, of persons requiring assistance in selecting glasses.

THOMAS BARRETT, Esq., M.D., Surgeon to the Eye and Ear Infirmary.

St. James's Square, Bath, February 24, 1864.

From Frederick Mason, Esq., Surgeon to the Bath Infirmary for the cure of Diseases of the Eye.

Mr. Menist has called upon me and explained the merits of his glasses. They appear to be constructed upon proper principles, and I can recommend him to those requiring the use of spectacles. Mr. Menist has supplied some of my friends with spectacles, who, from the testimonials they have given, appear well pleased.

29 Belmont, Bath, February 20, 1864. FREDERICK MASON.

From James Tunstall, Esq., M.D., M.R.C.P., 25 Brook Street, Bath, February 27, 1864.

Mr. Menist has supplied myself and patients with some new lenses, with which we are much pleased. I have been near sighted for years, and find his glasses more comfortable than any I have ever worn, and I can confidently recommend them to those who require the assistance of good glasses.

JAMES TUNSTALL, M.D., M.R.C.P.

From Charles Sylvester, Esq., M.D., 17 Kensington Place, Bath, February 25, 1864.

Having spectacles from Mr. Menist it gives me great pleasure in testifying to their goodness, and the improvement which is obtained by their use, and I can confidently recommend them.

CHARLES SYLVESTER, Esq., M.D.

From Vice-Admiral Thomas Gill, R.N., Grove Lodge, Bathwick, February 24, 1864.

I can with much safety testify to the superior quality of the spectacles I have purchased from Mr. Menist, Optician, and it is with much pleasure I would recommend him to any who require them. THOMAS GILL, Vice-Admiral, R.N.

From Lieut.-Colonel John Hunt, 20, St. James's Square, Bath, February 23, 1864.

Mr. Menist has supplied me with glasses, and I beg to state that they have much benefitted my sight.

JOHN HUNT, Lieut.-Colonel.

To Mr. Menist, Optician, from Amsterdam.

From the late Lieut.-General G. E. Gowan, Royal Artillery, 7 Lansdown Crescent, Bath, February 26, 1864.

Mr. Menist has supplied me with spectacles which have given me much satisfaction, and I would strongly recommend those who require the assistance of glasses to apply to him.

G. E. GOWAN,

Mr. Menist. Lieut.-General, R. A.

From the Rev. William Hanks.

Mr. Menist, who is an Optician of much experience and ability, has supplied myself and some relatives with glasses, which are in every respect well ladapted to ameliorate defects of vision, and therefore I cannot but recommend him to any one who has need of his assistance. WILLIAM HANKS.

93 Sidney Place, Bath, February 23, 1864.

From John Chilbourn, Esq., 9 Cavendish Place, Bath, February 23, 1864.

Sir,—It is now about two years since I took your spectacles into use; from the first my sight was greatly relieved by them, and I feel that it has received much benefit from the use of them, and can with confidence recommend them.

I remain, Sir, yours obediently,

JOHN CHILBOURN.

From John Walter, Esq., Surgeon, Dover, St. Martins Place, July 23, 1863.

Sir,—Having received great comfort from the use of your glasses, and being much pleased with yourself in all my transactions with you, whether for myself or others, I have no hesitation in recommending you as an optician, from my own experience. I am, Sir, yours obediently,

JOHN WALTER.

From Gustavus Gidley, Esq., M.D., Late of Sandgate, July 25, 1863.

Mr. Menist has supplied me with a pair of spectacles which have greatly improved my sight. GUSTAVUS GIDLEY.

From Henry Hutchings, Esq., House Surgeon to the Kent and Canterbury Hospital.

I hereby certify that having had the opportunity of examining Mr. Menist's glasses, I believe them to be of a superior quality; and to persons suffering from long or short vision they are peculiarly adapted. Mr. Menist has also some excellent lenses fitted for persons suffering from weakness of sight, which modify the rays of light and afford great comfort to the wearer.

HENRY HUTCHINGS, M.R.C.S. England, and L.S.A. London, House Surgeon to the Kent and Canterbury Hospital.

From John B Gill, Esq., M.D., Dover, 5 St. Martin's Terrace, July 24, 1863.

I have great pleasure in recommending Mr. Menist to persons suffering under imperfect vision, as his lenses are polished on an improved principle, and, as I believe he possesses unusual talent for adapting spectacles to peculiar cases. Several of my friends have derived great benefit from them. JOHN B. GILL, M.D.

From G. F. Heritage, Esq., Surgeon, Castle St., Dover, July 24, 1863.

Mr. Menist having supplied some of the members of my family with glasses, I have taken the opportunity of examining them, and can confidently recommend them as being very superior, and calculated to improve defective vision.

G. F. HERITAGE, Surgeon.

From Lieut.-Colonel Kelly, 9 Sandgate Road, Folkestone, July 3, 1863.

Mr. Menist has supplied me with glasses for some time, and they have much benefitted my sight.

EDWARD KELLY, Lieut.-Colonel.

From James Parett, Esq., 6 Bartholomew Terrace, Buckland, Dover, September 12, 1863.

Having seen your improved lenses for impaired vision, I can speak of them favourably, and would them to those who require them, as a most efficient article and worthy of notice. Mrs. Parett has tried them, and found them surprisingly beneficial to her sight. I remain, Sir, yours respectfully,

JAMES PARETT.

From Edward Sibbett, Esq., Surgeon, Council House Street.

Mrs. Sibbett, having benefited considerably from the use of Mr. Menist's spectacles, I feel much pleasure in recommending him to the notice of those who may require his assistance.

EDWARD SIBBETT, Surgeon.

Dover, August 5, 1863.

From E. F. Astley, Esq., M.D., 20 Marine Parade, Dover, July 12, 1863.

Sir,—I do not use spectacles, I cannot speak practically as to the value of those you offer, but from the careful manner in which those you showed me are constructed, and from the strong recommendations sent me a few days before you called on me, from a medical practitioner, of many years' standing in the town, I feel assured you can be of great assistance to those who suffer from the affliction of impairment of vision.—I am, Sir, yours, &c., E. F. ASTLEY, M.D.

From H. Coleman, Esq., Surgeon, Cambridge Terrace, Dover.

Mr. Menist has showed me several specimens of his glasses and explained their merits. I can recommend them to those who require the assistance of spectacles. HENRY COLEMAN.

From A. Duke, Esq., M.D., Dover.

Having used Mr. Menist's spectacles for some years, I have great pleasure in bearing testimony to the comfort and benefit I have derived from them. ALLEN DUKE, M.D., Egremont Lodge, St. John's Park, Ryde.

From Edward Knocker, Esq., Registrar of the Cinque Ports, Castle Hill, Dover.

Mr. Menist supplied me with glasses nearly two years since, I have found them very serviceable and beneficial; in fact the sight has improved since I began to use them, and I most strongly recommend their adoption by persons needing assistance. EDWARD KNOCKER.

From John Greyling, Esq., M.D., Sittingbourne, May 14, 1863.

I have pleasure in adding my testimony to the acquaintances of Mr. A. Menist in Optical Science, all elevations from the refractive and accommodative power of the eye he is well acquainted with, and consequently enabled to supply such aid in the way of optical lenses as their defects require. Having received myself much benefit from the use of Mr. A. Menist's lenses I herewith acknowledge the obligation to Mr. A. Menist.

JOHN GREYLING, M.D.

From Colonel G. Shakspear, late of Sandgate, July 17, 1863.

Mr. A. Menist has supplied me with glasses several times. I have always found them very useful to the sight in improving to it. I can recommend him. G. SHAKSPEAR, Colonel, R. A.

From Councillor James Kelcey, Folkstone, May 29, 1863.

DEAR SIR,—The spectacles you have supplied me give me great satisfaction, and have fully realized all that your reputation as an Optician lead me to expect from the use of them. Faithfully yours,

Mr. Menist. JAMES KELCEY.

From Lady Oliver, Millfield, Ryde.

Lady Oliver of Millfield, Ryde, I. W., has been supplied by Mr. Menist with glasses, and has found them of great service.

March 28, 1865.

From The Hon. J. P. Ward, Saxonbury Lodge, Ryde.

Mr. J. P. Ward has pleasure in acknowledging the benefit he has received by purchasing a pair of spectacles from Mr. Menist.

March 14, 1865.

From H. Scott Gibb, Esq., Woodlynch, St. John's, Ryde.

Mr. Menist supplied me with several pairs of his glasses on his former visits to Ryde, and I have experienced great benefits from the use of them, and can with confidence recommend them.

Woodlynch, March 15, 1865. H. SCOTT GIBB.

From Captain T. B. Maynard, Holmwood, Ryde.

Mr. T. B. Maynard of Holmwood, near Ryde, has bought glasses from Mr. Menist, and has found them very valuable and suitable to the eye.

March 15, 1865.

Newport, Isle of Wight, May 18, 1865.

I have used Mr. Menist's spectacles for the last five years, and am happy to bear testimony to their superior quality.

H. WATERWORTH, Esq., F.R.C.S.

From J. Davids, Esq., M.D., West Cowes, Isle of Wight.

I have much pleasure in bearing testimony to the excellence of Mr. Menist's eyeglasses, which I have now worn for five years, and am of opinion that my sight has been benefitted by their use.

West Cowes, I. W., May 1, 1865. J. DAVIDS.

From F. W. St. Barbe, Esq., Symington, November 27, 1867.

Sir,—I have much pleasure in stating that I have every reason to be satisfied with the glasses and advice which you have supplied and given to me, and also in recommending you to any one whose eyesight requires alteration.—I am, Sir, yours very obediently,

FRANCIS W. ST. BARBE

Mr. A. Menist, 42 Burton Crescent, London, W. C.

From the Rev. J. W. Spencer, Wilton Parsonage, Taunton.

Having used Mr. Menist's lenses for several years, I have no hesitation in saying that they are well made and perfectly safe, and that in my own case I have found them more agreeable to the sight than any I had used before. J. W. SPENCER

Wilton Parsonage, Taunton, 8th August, 1864.

From the Rev. John Harding, Taunton.

Having for nearly two years used the spectacles furnished by Mr. Menist, and having derived great benefit from them, I have pleasure in recommending all who are suffering from defective sight to apply to the above-named gentleman.

JOHN HARDING, Wesleyan Minister.

13 Crescent, Taunton, 11th August, 1864.

Mr. A. MENIST, sole inventor of the Stirrup Eye Spectacles, so highly recommended by the Faculty for enabling those with impaired vision to walk and read with ease and comfort.

Should any Lady or Gentleman wish to consult Mr. M. at their own residence, on applying a day previous he will wait on them free of any consultation fee.

Address, ADELPHI HOTEL, Near the Byculla Railway Station Bombay

P.S.—Mr. M. has also Binocular Race Glasses, for a great magnifying power, of a small size, to be able to carry them in the pocket. They contain 12 lenses, instead of 6 as usual.

BANKS